

JUNE 22, 1951

# *The Autocar*

1/-

FOUNDED 1895

LARGEST CIRCULATION



The "Quality First"

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MORRIS MOTORS LIMITED, COWLEY, OXFORD. OVERSEAS BUSINESS: SUFFIELD EXPORTS LIMITED, OXFORD, AND 41 PICCADILLY, LONDON, W.1

G.L.36

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THE  
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DAMPER  
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THE BEST DAMPERS IN THE WORLD



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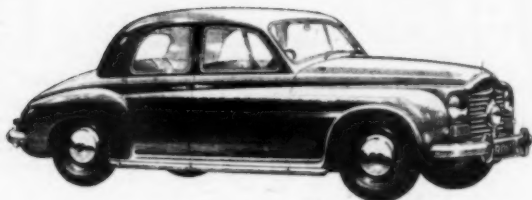
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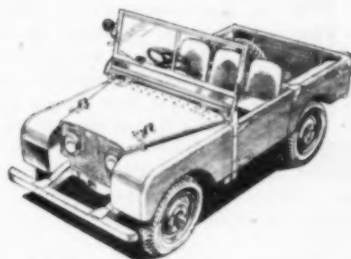




*By Appointment to His Majesty the King  
Manufacturers of Land-Rovers  
The Rover Company Ltd.*



Whatever The Rover Company manufactures —  
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or the revolutionary gas turbine driven car — one may  
depend on finding a characteristic common to all;  
and that is — craftsmanship. It is this that makes  
Rover productions so efficient,  
so thoroughly reliable and  
so economical in upkeep.



*Alike in Craftsmanship*

Fix that  
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before  
it starts!

regular BOWES inspection  
means complete  
tyre protection

Everybody knows about the cost of tyres, but do you know how to make them last longer? Only regular and thorough inspection—inside and out—will reveal the hidden damage which

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fix  
flat  
tyres**

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REPAIRS • SEALING • PATCHING

can ruin your tyres without your knowledge. Every Bowes dealer is trained to save tyres: he is an experienced repair man equipped with all the most modern tools for the job. Any repairs he needs to make will be sure, safe and permanent.

Save money on your tyres—see your local Bowes dealer today.

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Try the other Bowes Seal-Fast Specialties for Motorists, too, such as Traffic Film Cleaner, Waxed Polish, Auto Top Finish, etc.

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Stocked by garages throughout the country. If you have any difficulty at all, send us a postcard for the name of your nearest stockist.

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READY

Tents, Camping  
Accessories  
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**JAGROSE TOURING TENTS**  
COMPLETE WITH ROPE, PEGS, ETC.

Model	Length	Width	Height	Weight	Cost	Price
No. 1 L.vr.	7' 0"	6' 0"	3' 0"	15'	1/0	40/6
No. 2 Tourer	6' 0"	4' 0"	3' 0"	10'	1/0	75/-
No. 3 Tourer	6' 0"	4' 0"	3' 0"	10'	1/0	97/6
No. 4 Comfort	7' 0"	6' 0"	4' 0"	18'	2/0	135/-
No. 7 W.tad	7' 0"	4' 0"	4' 0"	12'	1/0	140/-
No. 8 Tailboy	6' 0"	6' 0"	6' 0"	30'	2/0	190/-
No. 9 Glider	18' 0"	6' 0"	6' 0"	30'	6/6	280/-
No. 10 Family	6' 0"	7' 0"	6' 0"	30'	6/6	350/-
No. 12 Totter	4' 0"	9' 0"	6' 0"	—	2/11	180/-

Hytheams available for all tents from 40/- up to 180/- when ordering.

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Postage 6d.

**JAGROSE REPLACEMENT IGNITION COILS**  
4 or 12 volts  
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Broad Drills, 5-speed, so illustrated 23/6  
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Set complete with blades and screws, for most cars in stock from 3/3 Post each 1/7d  
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Set of Four  
Standard or oversize  
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Pump action 21-lb. capacity with wall bracket  
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For  
perfect style, comfort  
and economy ...

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Telephones: Shepherds Bush 1679 & 6651 Cables: Concover, London

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**E**VERY Tuesday and Thursday, buyers from all parts of the British Isles travel to Measham, knowing that they will always find a wide variety of used cars, caravans, commercial and passenger carrying vehicles. They know too, that they can buy at Measham with absolute confidence in the protection of the Measham method; hence, they are willing to pay fair market prices. That is why owners wishing to sell used vehicles will be wise to enter them for sale at Measham.

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#### *Where are the Measham sale-rooms located?*

Right in the heart of England, 9 miles from Tamworth and Burton-on-Trent, 4 miles from Ashby-de-la-Zouch.

#### *Can I get advice before-hand on the value of my car?*

Certainly, either at our Head offices or at any of our Branches and showrooms, where help and advice are given in respect of any used motor vehicles.

#### *Must I make the journey to Measham myself?*

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Any time up to and including the days of sale—Tuesdays and Thursdays.

### SAFEGUARDS FOR BUYERS MEAN A READY SALE FOR YOUR CAR

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Obtainable through HALFORDS, Motor Agents and Accessory Suppliers.

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REGD.  
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*British and Foreign Patents applied for*



To meet the growing demand for a licence holder that will adhere to curved windscreens, we have devised the "Curvemaster," especially compensated for curved surfaces. It is not just a bent licence holder.

Produced in six attractive colours or black.

Hammered finish 7/6  
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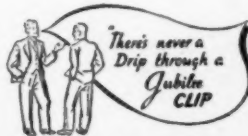
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Absolutely leakproof joints on Air, Water, and Oil lines, are swiftly and easily made by using "Jubilee" Worm Drive Clips. They stand up to any pressure.

Millions are in daily use on Lorries, Tractors, Cars, Aeroplanes, Diesel Locomotives, Portable Engines, etc.



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Year after year, on road and track, in races, trials, and record-breaking runs, nearly all the most successful drivers have relied on Ferodo brake and clutch linings.

This enviable record of victories is striking proof of the high efficiency and complete dependability of these materials. Indeed, the experience gained in this way is an important factor in maintaining, and constantly developing, their technical excellence.

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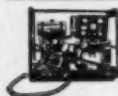
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110 volt d.c., 35 amps, 4 h.p. Powered by a 2-cylinder air-cooled 9 B.H.P. engine. Complete with control panel, 100 yards heavy cable, 100 yards twin cable, 6 switches, 6 1½ lb. 6 holders.



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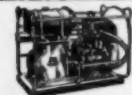
18 volt, 550 watts. Powered by a single-cylinder 4-stroke air-cooled engine. Complete with control panel, 2-6 volt batteries, 100 yards cable, 6 switches, 6 bulbs, 6 holders.

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12 volt d.c. 300-watt. Powered by single-cylinder air-cooled engine. Complete with control panel, self-starter, 2-6 volt batteries, 100 yds. cable, 6 bulb holders, 6 bulbs and 6 switches.

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31 volt d.c., 1,260 watts, 24 amp. Powered by a single-cylinder J.A.P. air-cooled engine. Complete with control panel 4-6 volt batteries, 100 yds. cable, 6 switches, 6 bulbs, 6 bulb holders.

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Tailor-made for perfect fitting • Finest materials in an attractive colour range with contrast piping • Available for most popular makes of car • Price list and patterns gladly sent on request.

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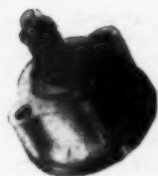
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**ROTOFLO**  
*Helps you bear the Budget burden*

Rotoflo will lengthen the life of your present car by protecting chassis, suspension and body work against road-shocks. The exclusive Rotoflo Pressure Flow Principle provides a constant cushion action on even the worst post-war surfaces. Rotoflo need no topping up or maintenance of any sort and will reduce your servicing bills. You can enjoy these advantages TO-MORROW by asking your garage man TO-DAY to send your old shock absorbers with linkage to his nearest Rotoflo Main Distributor. Rotoflo can be fitted to most cars and light and heavy commercials.

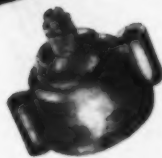
*The next best thing to a new car  
 THE NEW RIDE ON....*



Model A.1 for cars up to 12 h.p. where 2 1/2" bolt hole centres are required.



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**NEW CARS OR OLD  
look  
smarter  
with**



**'SILVER PEAK'**

**BRITAIN'S  
BEST  
NUMBER PLATE**

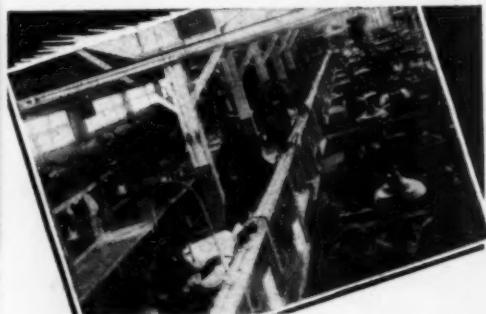


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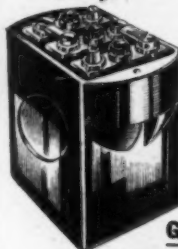
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**Equal to the Best but  
Considerably Less in Price!**

Unsurpassed for all-round  
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**GUARANTEED 12 MONTHS**

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New Motoring Accessories and Tool List free on request.  
**GAMAGES, HOLBORN, LONDON, E.C.1**

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Get overheating under control! Clear choked radiators and scaled-up cooling systems with RADFLUSH, which 'spring-cleans' the rapid easy, triple-action way. The exclusive RADFLUSH Inhibitor protects all metals, including aluminium. Avoid pinking, warped valves and seized rings.

**HOLT'S RADFLUSH** CLEANS, INHIBITS AND PROTECTS 8/6 complete treatment

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A 30 minute Repair! There's nothing simpler than WONDARWELD for repairing internal and outside cracks in cylinders. No dismantling — you simply pour it in, the result is a PERMANENT repair withstanding vibration, heat and pressure. Installed in 30 minutes WONDARWELD is endorsed by the entire Motoring Press.

**HOLT'S WONDARWELD** 1 pint 8/6, 1 pint 15/-, Quart 25/- Use 1 pint to every 3 gals. water capacity.

## WORN ENGINE Burning Oil? Lost Compression Piston Slap!

**PISTON SEAL** compensates wear by forming a cell-lubricating seal between piston and cylinder, reduces oil consumption, restores compression. Installed in 30 minutes, PISTON SEAL, is an interim treatment, endorsed by the entire Motoring Press and gives up to 10,000 miles' new car performance.

**HOLT'S PISTON SEAL** Up to 12 h.p. 15/-, Over 12 h.p. 25/-, Motorcycles 5/6

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Here is a rich WAX polish in special easy-to-apply liquid emulsion form. WONDARWAX gives a hard protective film of lustrous wax without the labour of hard rubbing! WONDARWAX lasts for months, does not rain-pout and with just a wipe over comes up like new. Look for WONDARWAX in the Butterfly tin for beauty without effort.

**HOLT'S WONDARWAX** EMULSION WAX POLISH 2/6 tin

## and now - SPRAY GLASS CLEAN!

**HOLTSPRAY** CLEANS INSTANTLY WINDOWS, WINDSCREENS & ALL GLASS. HOLTSPRAY, sprayed on and wiped off with a clean rag, removes mud, dirt, grease, insect stains and finger-marks from windows, mirrors, windcreens and all glass, leaving the surface crystal clear. Ready for use always — in the car, on the road and in the home!

**HOLTSPRAY** in the 'Squeaky Pump' Spray Bottle 2/6 CONCENTRATE REFILLS 2/6

**FREE!** For fuller details of Holt products that interest you, test reports, brochures, etc., write now to the sole manufacturers: **DOUGLAS HOLT (Est. 1919) LTD. (Dept. AC47), 5-6 Eagle Street, Holborn, London; W.C.1** Telephone: **HOLBORN 4891/2**

Obtainable from **GARAGES, HALFORDS BRANCHES, MOTOR ACCESSORY STORES** Etc.

## New Plastic Metal repairs PERMANENTLY

DENTED, HOLED AND RUSTED-OUT METALS, ETC.

LOY is Metal in plastic form. Repairs all metal surfaces, wood, plastic, glass, etc. Water, petrol and oil proof; malleable in any shape; sets rapidly, can be filed, sanded, drilled. Withstands temperatures up to 100°C. and pressures equal to 150lb./sq. in. Applies like Putty—Sets harder than Lead 1—or, reduced with LOY Solvent, can be brushed or sprayed. For larger holes and rusted-out sections LOY Sheet is used as a reinforcing base. Ideal for 1,001 jobs in the car, workshop or home.

**HOLT'S LOY** COLD PLASTIC METAL

LOY METAL Handy 4/6 Major 25/-  
SOLVENT Handy 2/6 Major 8/6  
SHEETING Handy (12" x 6") 3/6  
Minor Size (42" x 6") 9/-  
Major Size (42" x 12") 17/6  
LOY HANDY KIT (complete) 8/6



## Leaky Radiators?

A repair in 5 minutes while you drive! Simply pour in RADWELD—it forms a permanent repair unaffected by high temperatures, water pressures or anti-freeze. No danger of clogging—contains no sand, sludge, powders or corrosives. RADWELD IS DIFFERENT! Bents leaky radiator troubles safely and surely.

**HOLT'S RADWELD** For Cars 3/6 For Trucks 6/-



## Rust free Rad!

**CRYSTAL CLEAR COOLING WATER** RADIATOR INHIBITOR prevents all rust and corrosion in your car's cooling system. Acting effectively on non-ferrous as well as ferrous metals RADIATOR INHIBITOR keeps the entire cooling system clean, rust-free and corrosion-proof. One treatment lasts a whole season. Operates in anti-freeze.

**HOLT'S RADIATOR INHIBITOR** Price 2/6



## Squeaky Water Pump?

Simply added to the cooling water Holt's ANTI-SQUEAK gives permanent lubrication, prevents the wear that causes leakage and ensures silent efficient water-pump operation. One tin is sufficient for three gallons water capacity. ANTI-SQUEAK is non-injurious to any part of the cooling system, works equally well in anti-freeze and other additives.

**HOLT'S ANTI-SQUEAK** Water Pump Lubricant, per tin, 2/6



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**CHENEY**

Motorists and Racing Aces—Motor Manufacturers and Service Specialists all choose the Cheney Connect joint in the world withstanding the greatest inch-pound pressure. Fully patented, it is original equipment on famous British Cars and a standard component on British Aircraft. Every garage stocks the Cheney Connect—many sell no other.

**CHENEY Connect**  
*the Stranglehold Hose Joint*

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Come and see some of the leading British drivers battling it out on Britain's fastest and longest circuit. Excellent viewing all round the 3-mile track; ample catering and parking facilities.

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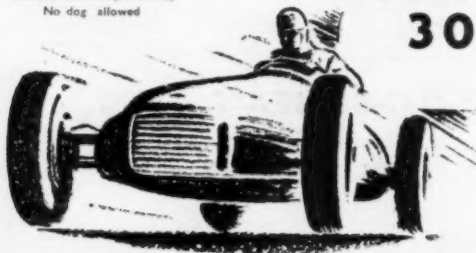
Including Tax

Cars with occupants	20/-
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Cycles	4/-
Pedestrians	3/-
Children	2/-
Coaches incl. occupants	120/-

No dog allowed

**FIRST RACE 1 p.m.**

**JUNE**  
**30**



ORGANIZED BY THE WEST ESSEX CAR CLUB. R.A.C. NAT. PERMIT C/84

**RONUK****CARSHINE**

• LIQUID  
EMULSION  
CLEANER  
POLISH &  
REVIVER

Provides the  
quickest way to  
brilliance and  
the best means  
of combatting  
"bloom" and  
traffic dirt.



**3/-**  
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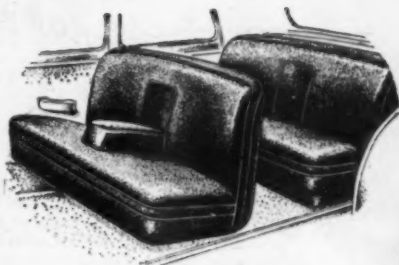
• And for a super-brilliant protective and lasting "finish" there's **RONUK CAR-WAX**

**RONUK LTD . PORTSLADE . SUSSEX**

FOR STYLE, ELEGANCE  
AND DURABILITY ...

## Rootes LOOSE CAR SEAT COVERS

Rootes Loose Seat Covers improve your car in every way. Tailor-made from superfine felts of the highest quality, they fit like a glove and keep their good looks as well as their shape through a lifetime of hard wear. They are moth and shower proofed and can be dry-cleaned by the approved processes.



Patterns available on application to Dept. A.C.

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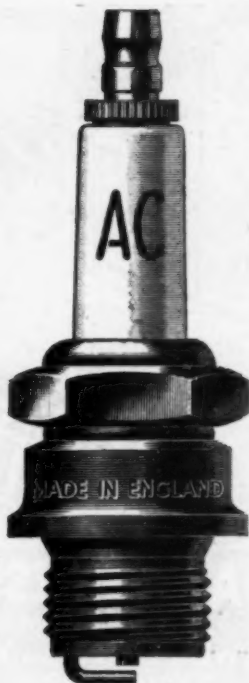
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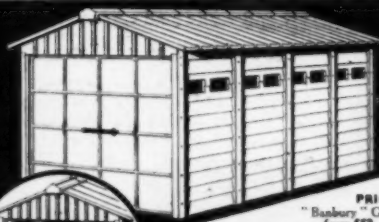
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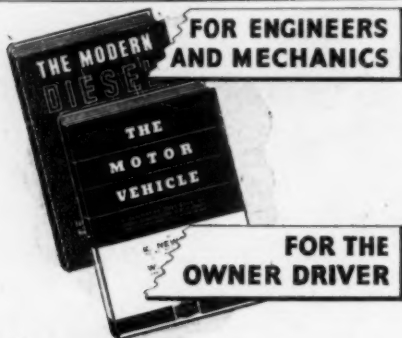
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# The Autocar

FOUNDED 1895

No. 2899

FRIDAY, JUNE 22, 1951

Vol. XCIV

## One Man Job?

ONE or two plain truths need to be stated concerning the report which, with a strict embargo "not for publication or broadcast before morning papers of June 14," enlivened the sultry tedium of summer newspaper offices on Wednesday, June 13. This portentously heralded epistle gave the impression that Mr. Alfred Barnes, the Minister of Transport, was interested in a new Highway Code that would be enforceable by law, concocted by Mr. Edward Terrell, the Recorder of Newbury.

It may be that Mr. Terrell has succeeded where many have failed. It may also be that one man is capable of codifying, without anomalies, the highway practices that have evolved over the centuries and, in his confidence, can allot penalties accordingly. Certainly Mr. Terrell is the author of a book on the law applying to running-down cases. But it is, in our opinion, most unlikely, in view of the complicated legal arguments that regularly crop up in highway cases.

It may be, also, that the bold and forward-looking planners of the Government are right in showing favour to private theorists who approach them with deep-laid schemes. But we would politely remind Mr. Barnes of the fiasco which resulted from a previous Minister of Fuel and Power's listening too closely to the blandishments of a gentleman who proposed to drive the Minister in an "atomic" car.

What can be stated is that safety on the road will not come from more laws and more and bigger penalties. In plain fact, passage on the highway these days is so complicated that a large proportion of the public are finding it beyond their capabilities. As a result, accidents happen. The remedy is to simplify the procedure by building foolproof roads, with segregation of traffic and strictly one-way flow. The proof lies in the accident record of the railways, planned to comply with these principles, which is almost without blemish.

## Jaundiced

THE many thousands of motorists visiting France (and the Continent in general) this year have some grounds for their dissatisfaction over lighting. While it is true that left-hand dipping and white lights are excused on the part of mad Englishmen staying less than one month, an innate road courtesy causes most intending tourists to make an effort to convert their lamp systems.

The effort, as is shown by the instructions on a later page, is a considerable one, involving, in the extreme, taping up existing leads and installing new ones. Taped extremities are, or should be, an electrician's nightmare, and the installation of additional leads on the modern car is rarely plain sailing, particularly to those in whose hands the soldering iron is an unfamiliar and therefore clumsy weapon.

Even the simple yellowing of the beam to suit French conditions is no easy matter. Yellow bulbs to fit most existing British sockets are not obtainable and the makeshift 'acquer must be sought after with some diligence. The Autocar has attempted to obtain the recommended variety of lacquer straight from its manufacturers, only to be met with the statement that none is available, the raw material not being forthcoming from the U.S.A.

All in all, tourists in France would be well advised to fall back on the lighting method advocated by this journal a short while ago. Fit a fog lamp so that its beam impinges on the right-hand verge when the car is on the right side of the road; obtain three yellow fog discs that fit over the fronts of lamps, using two for the head lamps and one for the fog lamp, and then dip by switching on the spot lamp and extinguishing the head lamps. Troublesome, but, until someone does something about an obvious shortcoming, necessary. But even this arrangement does not seem to be acceptable in Belgium.

# Double 70

70 M.P.H. AND 70 M.P.G.

The low overall height is illustrated when the car is shown in front of its co-designer (Dick Caesar). The frontal area is small, the exterior smooth, and the single head lamp is concealed behind a grille.



ONE often hears of racing cars developed out of their touring counterpart, but it is unusual to find that the reverse has happened. The designers of the successful Iota 500 c.c. racing car, R. D. Caesar and R. Bickerton, of Iota Racing Cars, Bristol, decided to build a small road car, in the first instance for their own use. Unlike a number of miniature cars, and perhaps because the two above-mentioned enthusiasts were building it, this vehicle was required to have performance in the real sense.

In the interests of weight economy it was decided that the machine should be of monocoque construction, and this has been carried out to the extreme. The body consists of an elliptical section structure to which the other components are bolted and riveted. A hole is cut in the top of the skin to accommodate the driver and passenger, and additional stiffness is provided by means of a scuttle pressing which is, in fact, a hollow former fitted into the body structure, and through which the feet of driver and passenger reach the floor.

Front suspension attachment points consist of two plates running forward from the front end of the main structure, and these are in turn braced by means of

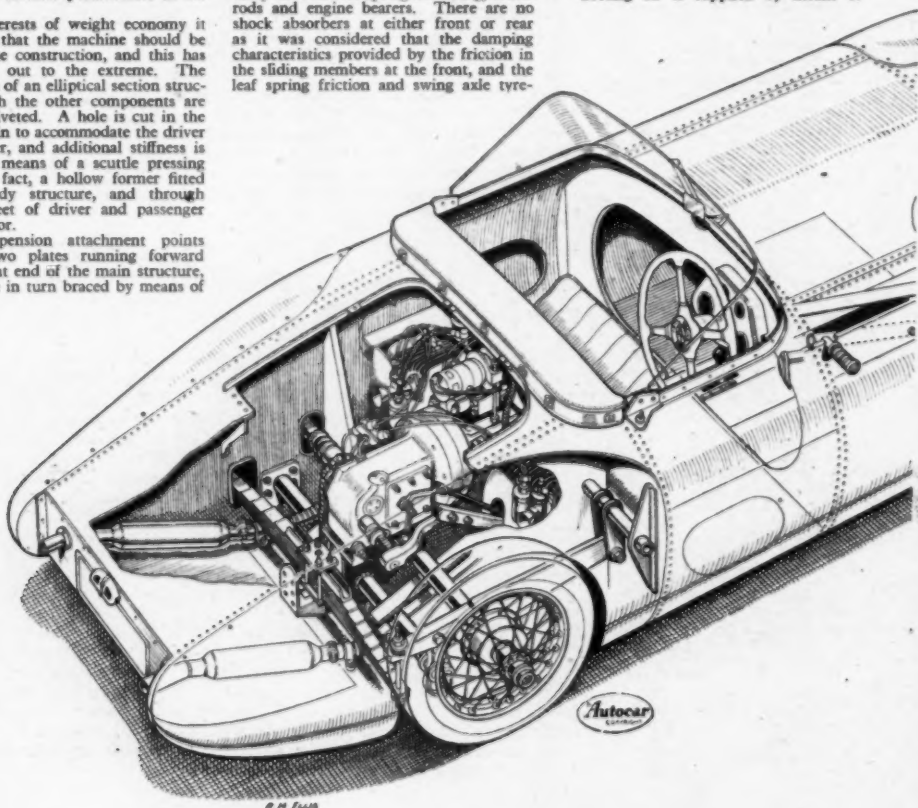
the wing panels and also the undertray, which extends round the front of the car and up to the position normally occupied by the grille, forming a very light and rigid shell. Independent front suspension is fitted, employing the vertical coil spring and sliding tube principle, with a one-piece track rod coupled to a scuttle-mounted epicyclic steering box.

A structure similar in principle to that at the front of the car is used at the rear, but in addition, a number of bracing tubes carry the rear leaf spring mounting, radius rods and engine bearers. There are no shock absorbers at either front or rear as it was considered that the damping characteristics provided by the friction in the sliding members at the front, and the leaf spring friction and swing axle tyre-

scrub at the rear, coupled with the extremely light weight of the vehicle, would make additional damping unnecessary.

The rear-mounted engine is the sports Douglas 350 c.c. flat-twin motor cycle unit, plus gear box. This engine develops 18 b.h.p. at 6,000 r.p.m., while the torque curve is comparatively flat, with a maximum of over 17 lb ft at about 4,500 r.p.m. The engine transmits power by final chain drive to the live swing axle unit. No differential is fitted.

Cooling air is supplied by means of



R. H. ELLIS

## PLANNED FOR NEW IOTA 348 c.c. SPORTS CAR

ducts in the bottom of the body, which convey air upwards and backwards to the cylinder blocks, which are suitably shrouded. Hot air then passes out through louvers in the top of the engine compartment.

The four-wheel brakes are cable operated and fitted with wipple tree balance compensators; this system works quite well, but Lockheed hydraulic brakes will be fitted on the production version. Normal car-type clutch and throttle controls are fitted, but the hand operated version of the motor cycle foot change gear shift is retained. Starting is effected by a remote control kick start operated from the driving seat. The motor cycle ignition and air controls are also retained, and these are mounted to the side of the cockpit.

Entry and exit on this car cannot be described as easy, owing to the fact that the two-piece windscreen and sidescreen structure is at present fixed and one has to step over the top of this to get into the car; but again, as the overall height of the vehicle is only 3ft 3in, this is, perhaps, not such a great hardship. The usual method is for the driver to get in first and fold back the passenger seat, revealing a rubber covered mat used for standing on in the mid-way position.

This is necessary, as the bulkhead is in such a position that it finishes level with the front of the seat, and one would otherwise have to stand on the upholstery to get in.

Once inside the car, the amount of room is impressive. As the compartment extends the full width of the body, and stretches from the back of the seat to a point just aft of the front wheels, the feeling given is that one is sitting in a rather comfortable bath. And although no external luggage locker is provided, there is ample room for one or two suitcases by the side of the passenger's legs.

It is the aim of the designers to go into production with a car similar in principle to this first experimental model, and they hope to offer the public a "double 70"—that is, 70 miles per hour and 70 miles per gallon. Preliminary tests seem to show that they are within sight of achieving this, as a 70-plus reading was shown on the speedometer and on a 300-mile run 75 m.p.g. was claimed. During a brief run in this car by a member of *The Autocar* staff, motor cycle, rather than minicar, performance was suggested. This, incidentally, was coupled with motor cycle noise, too, but this matter is being attended to.

This journal has often expressed the view that there is a market for this type of car, and the Iota shows that it can be a practical proposition, providing quite exciting and very economical travel for two persons.



The instruments are grouped behind the steering wheel, and ignition and air controls are mounted on the extreme right-hand side of the body. A neat cover encloses the open hood. Just to the rear of the gear lever is the scuttle bulkhead which effectively stiffens the structure.

### SPECIFICATION

**Engine.**—Douglas sports. 2 cylinders, 60.8 x 60 mm (348 c.c.). Inclined overhead valves, push-rod operated. Compression ratio 7.25 to 1; 18 b.h.p. at 6,000 r.p.m. Max torque, 17.05 lb ft at 4,500 r.p.m.

**Transmission.**—4-speed gear box in unit with the engine, fitted with remote control lever. Overall gear ratios: top 5.86, third 7.42, second 10.1, and first 16.3 to 1. Final drive by chain.

**Suspension.**—Front independent by coil springs and sliding tubes. Rear independent by transverse leaf spring and swing axles.

**Steering.**—Epicyclic.  $\frac{1}{2}$  turn from lock to lock.

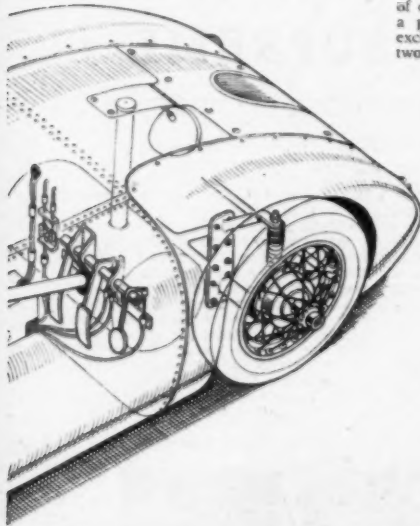
**Wheels and Tyres.**—Wire-spoked non-detachable wheels with 4.25-15in tyres.

**Electrical Equipment.**—6 volt. Motor cycle type battery; single central head lamp; wing side lamps.

**Main Dimensions.**—Wheelbase 7ft 2½in; track 3ft 7in front and rear; overall length 12ft 5½in; width 4ft 4in; height (to top of screen) 3ft 3in. Ground clearance 3½in. Weight (in running trim with 5 gallons fuel), 6 cwt 3 qr 12 lb (768 lb); front wheels 35 per cent; rear wheels 65 per cent.

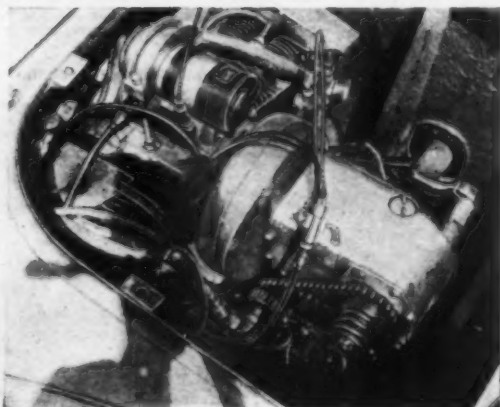
**Brakes.**—Cable operated, 6in drums.

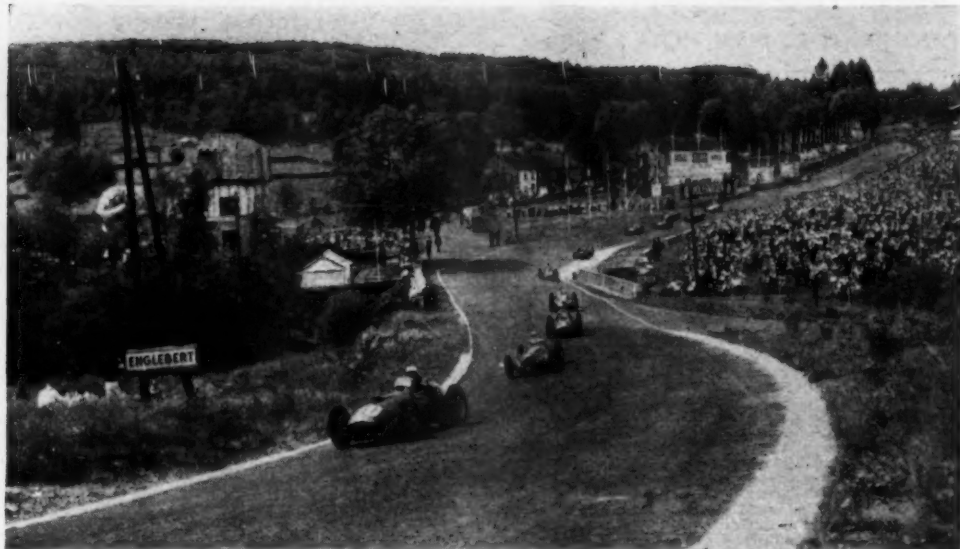
**Performance Data.**—Frontal area 12½ sq ft. 52.5 b.h.p. per ton; 2.2 lb per c.c.



Ducts direct cooling air over the cylinders, and as the hot air outlet is at the top, it is claimed that natural convection currents prevent the engine overheating when the car is stationary in traffic. The remote control "kick-stick" and gear change mechanism can be seen on the far side of the gear box. The speedometer gears are mounted in front of the final drive chain.

The diagram just above shows h.p., torque and fuel consumption curves.





Excitement was immense at the start, when Villoresi (Ferrari) took the lead, followed by Farina's Alfa Romeo, Ascari's Ferrari, Fangio's Alfa, Taruffi's Ferrari and the pack of Talbots.

## ALFA ROMEO STILL SUPREME

ASCARI AND VILLORESI (FERRARI FOLLOW FARINA HOME  
IN BELGIAN G.P. AFTER FREAK MISFORTUNE TO FANGIO

**W**HEN practice for the Belgian Grand Prix got under way it was at once made clear that this year's event would be run at higher speeds than the record-breaking 1950 race, and it was no wonder. The customary small but select entry included three of the latest Type 160 Alfa Romeos in the hands of Farina, Fangio (last year's winner) and the stone-wall Sanesi; three Ferraris driven by Ascari, Taruffi and Villoresi; and the seven Talbots of Pilette and Claes (Belgium), and Rosier, Etancelin, Chiron, Levegh and Giraud-Cabantous. Because of mis-

fortune at Goodwood, Bira's Osca was scratched, as were Reg Parnell's Ferrari and Gonzalez' Milan.

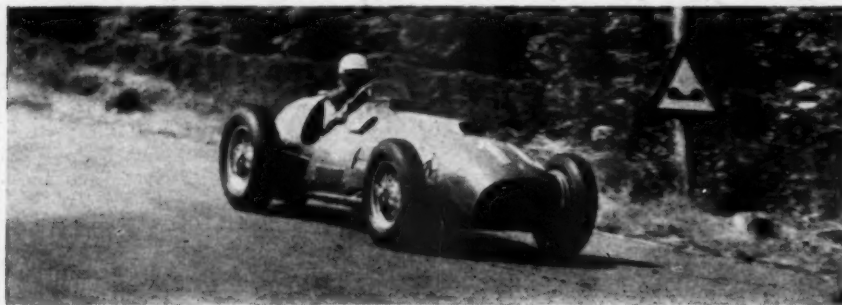
Belgians flocked to the Francorchamps circuit, in the Ardennes, to see the practice, for this was the first joint appearance of these Alfas against a team of the latest 4½-litre unsupercharged Ferraris. The extra fuel tanks, previously used by Farina, were now fitted to all the cars; the latest engine improvements, previously made to the car used by de Graffenried at Berne, and claimed to give an extra 20 b.h.p., were also incorporated in all,

and the use of de Dion rear axle layouts, as used on Sanesi's car at Berne was extended.

On the sunny Thursday before the race, Fangio got all set to repeat last year's triumph, with a lap in 4 min 25 sec—nearly nine seconds faster over the 8.77 miles circuit than Farina's 1950 record. The record-holder himself was three seconds slower, with 4 min 28 sec. The best the Ferraris could manage was Taruffi's 4 min 40 sec, with Villoresi one second slower.

On Friday rain made matters difficult.

Villoresi in a hurry: After taking the lead for the first two laps he dropped back to third place because of pit stops.





but did not prevent the presence of still larger crowds. Fangio was fastest again with 4 min 36 sec, and Farina was down to 4 min 44 sec. At the hairpin at La Source, the last corner of the circuit, Pilette, a well-known Belgian driver new to Formula 1, clipped the bales with his Talbot; Rosier did the same, and the Ferraris executed some dicy slides during violent wheelspin coming out of corners. All the time, the Talbot of Johnny Claes—the Belgian hero—was sounding unhappy. It did not seem to worry him, however; "carburetors, but it'll get fixed," being the verdict.

### Ferrari Speeds Up

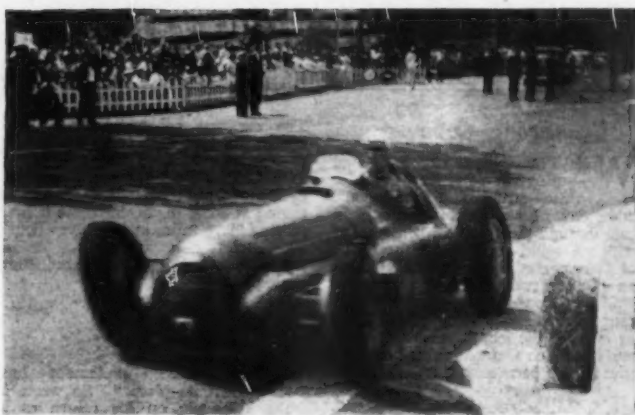
Saturday morning brought sunshine again, and a lap in 4 min 29 sec by Villorelli in a Ferrari! This was only a second slower than Farina's best and, bearing in mind relative fuel consumption, put the Ferraris right in the running for victory.

Typical of Continental racing outlook, Pilette proceeded to do a couple of laps after the circuit—normally an ordinary road—was reopened to the public. Drivers of ordinary cars, overtaken by a Talbot indulging in nicely controlled drifts, were horrified, thinking that they must have intruded on the practice. To cap it all, Pilette, satisfied with the car, proceeded to drive the Talbot away from the circuit in the general direction of Francorchamps village!

The race mood was set: Europe's fastest circuit, fastest cars, fastest drivers. The classic 500 km distance (actually 508, or 315.9 miles). An ideal up hill and down dale course in famous, leafy countryside. Long before the start loudspeakers were howling out late information, reminding the Belgian crowd that countryman Pilette was the son of the 1914 champion, advertising everything from beer to plugs; all interspersed with the inevitable accordion records. In the air were more advertising "barrage" balloons, a helicopter and blue sky but, on the ground, the cars recaptured attention.

In the front row were Fangio, Farina (Alfas) and Villorelli (Ferrari), with the Ferraris of Taruffi and Ascari behind them. The third Alfa, of Sanesi, was in the third row with the Talbots of Rosier and Giraud-Cabantous. Etancelin and Chiron were next with, finally, the remaining Talbots of Claes, Pilette and Levegh.

In the blasting din of their departure, the crowd craned round to see who would



Aided slightly in this picture by camera distortion, the wheels of Farina's Alfa adopted contradictory angles fore and aft on corners.

be first into the first bend, before the uphill curve—and it was Villorelli's Ferrari! Farina was close on his heels with Ascari and Fangio close behind. Ferrari-Alfa-Ferrari-Alfa: it looked like a real battle. Part way round the first lap Etancelin retired with transmission trouble, and, by the third of the 36 laps, excitement grew as Farina snatched the lead. Ascari passed Villorelli on the next lap, and Fangio did the same a lap later.

### Villorelli Losing Ground

On the ninth, however, Villorelli came into the pits, dropping to fifth place, leaving Farina and Fangio out front, chased by Ascari's Ferrari. By this time the Talbots were dropping back decisively, despite their great power on the hills. Farina had already lapped Levegh and Pilette. On lap 14 Farina had a 57 sec stop for fuel and rear wheel change, putting Fangio in the lead. The Argentinian then came in for his fuel and a change of rear wheels—but one wheel wouldn't come off! Madly the *mécaniciens* hammered and pulled, while seconds ticked into minutes. Fangio, displaying amazing fortitude, stood at the front of the car like a toreador at a whist drive, relinquishing this position only to apply some desultory blows himself while mechanics feverishly

consulted each other. Ultimately, the wheel was removed—complete with brake drum, expansion from heat having caused a jam up. Still the brake drum was adamant and, nearly a quarter of an hour after Fangio came in, he was off again to cheers with a new tyre on the same rim. Although his efforts had previously given him the new lap record in 4 min 22.1 sec, with this misfortune he was relegated to a final ninth place.

Meanwhile, Sanesi had retired and Farina was in the lead to stay, giving an incredible display of his fantastic skill by doing five laps at 4 min 27 sec without being more than a second out—and over a hilly circuit of nearly nine miles. It is difficult even to comprehend such utter precision.

### At the back

In the rear of the field Pilette, driving extremely well for his first G.P., was victorious in the Belgian battle with Claes, whose car still sounded asthmatic. Louis Chiron had had to change two plugs three times (the last being for extra hard plugs), but, after passing Levegh, he was soon pushing up into the field again, and bounding after Giraud-Cabantous. By lap 28 Chiron was sitting right on Cabantous' tail, only to have to roll in and retire at the end of the lap with a gasket and one piston gone; and this on a day when he felt "in good condition!"

Farina had now lapped part of the field three times and Ascari was two and a half minutes behind in second place. Villorelli, clinging to third farther back still, and so they finished, with only the three cars completing the full 36 laps. Louis Rosier fourth, was two laps behind after a drive worthy of his reputation, with Giraud-Cabantous chasing him, and the rest of the field straggling up to four laps after Farina. A 1951 Grand Prix for once in ideal conditions, with an organization of which the Belgian R.A.C. should be proud.

### RESULTS

Race distance: 36 laps of 5.77 miles, 315.67 miles.  
1. Alfa Romeo (G. Farina), 24h 45m 46s, 114.53 m.p.h.

2. Ferrari (A. Ascari), 2h 48m 37s, 112.4 m.p.h.

3. Ferrari (L. Villorelli), 2h 50m 46s, 113.59 m.p.h.

Also running at end, Talbots (L. Rosier and Giraud-Cabantous), 3 laps behind; Talbot (A. Pilette and J. Claes), 3 laps; Talbot (P. Levegh) and Alfa Romeo (J. H. Fenucci), 4 laps.

Fastest lap (record): Alfa Romeo (G. Farina) 4m 22.1s, 120.52 m.p.h.



Brute force had to be used on the wheel of Fangio's Alfa Romeo, which finally came off with the brake drum. (Fangio in white helmet.)

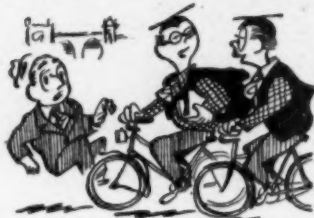
# Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

## Urban Calm

WHAT a civilized city is Oxford—using the adjective in a strict sense—struck me forcibly the other day. I was lunching in a small café through the open-sash windows of which I could contemplate the bustle of Cornmarket Street; bustle yes, but an infinitely subdued bustle to one who works in London. I was at sufficient range not to hear the traffic, deadened as it is by the length of rubber-block surface which Oxford has had for long past in that particular street. To drive



Subdued bustle.

in Oxford, however, is another thing. It is the very dickens nowadays to find somewhere to leave your car convenient to where you wish to call, and at every turn it seems you are confronted by "No Entry," or "No Right Turn" if you happen to want to go that way, or "No Waiting" signs. Yet the Northern by-pass does not readily serve on south-north routes to relieve the city of through traffic.

## Rare Bird

AS I walked back to my eventually parked car—on probably unauthorized ground, outside the New Bodleian—a car at the kerb in Broad Street was puzzling three young men in sports jackets and flannel trousers who finally disappeared into that building. It puzzled me, too, until I got round to the front of it, being interested enough to have a look myself, as a first glance suggested it was a disguised Jaguar and one of the young men had dismissed it, I overheard, as being something German. In point of fact it was a Lammas Graham drop-head coupé, a name that rang motoring bells of some few years before the war. I wonder if more than 25 cars with that name plate on the radiator were built.

The basis was the American Graham with a side-valve engine of 3½ litres, fitted with a supercharger of centrifugal fan type and provided with English bodywork. It appeared at Olympia in 1936, on the Graham stand.

The car was sponsored by a firm known as Lammas, Ltd., under the chairmanship of Lord Avebury, and in 1936 Charles Follett drove a stripped open model at Brooklands under official timing at 86.92 m.p.h. for three hours, putting 95.78 miles into the best hour. So much for a stroll along Broad Street, Oxford, by a reminiscent Scribe.

\* \* \*

## Unpleasant

"SOMETHING unpleasant has taken its place." So wrote a colleague on his return to a non-welcoming England. I felt a curious sympathy with the statement, because my mail-bag confirms it. There are readers who write to say that the addressee is a funny old codger, but that they like his stuff in spite of that. There have always been readers who write to say that they don't agree with this or that, and do I not think that their idea is a better one? With these amiable gentlemen I am at home, and many a paper friendship have I built up as a result. But a new type of letter has crept in of late years that, quite frankly, shocks me. It is



Mail-bag confirms.

virulent and unreasonable, and frequently libels me, the car manufacturer, or some inoffensive authority which has ventured to voice an opinion. A spirit of hatred is breathed into it, so much so that I often study such letters and speculate on whether some organization prompts them in order to foster bad blood.

\* \* \*

## Storm

HEADING homeward in a highly polished Skreibernwagen the other night, I watched anxiously the black clouds from which the rain was straming. Should I get to the garage in time? There is a great air of achievement about dodging rain for three or four days after the car has been cleaned and waxed. I rocketed up to the house, still on dry roads, and inserted the precious vehicle into

shelter as a drop or two began to fall, very glad that the storm had kept a little to the north of my east-west route.

I might have remembered my poor colleague, driving his new Jaguar down from the Coventry works. At 30 m.p.h. (or thereabouts) he plugged on through the streaming hedges of an English wet evening, the rain beating a tattoo on his new cellulose. Still, it gave the new wipers a good test, and at one time, certainly, cold water was reckoned to be good for "setting the varnish."

\* \* \*

## Welcome Traits

AN intensive burst of motoring, after a period of more local activity, reminds me once again of the changes one finds in different parts of Britain. On a trip on A40 from South Wales to London, I wanted a small hole drilled—the work of about a minute. Stops at about eight open service stations failed to elicit even interest.

On the Silverstone run, however, I had a cylinder head gasket changed after ten at night by a small (largely agricultural) garage in Winslow, and at the garagist's own suggestion. The garage was closed and I had sought out the proprietor simply to try to obtain a gasket. This area is usually good for service help, and has other surprising characteristics—including refusing money! I was reminded of this when I filled up with petrol at another garage and paid a penny too little. Realizing my mistake, I called back to the attendant who, over his shoulder, informed me pleasantly that that was near enough.



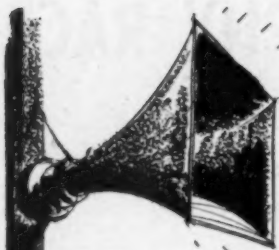
Sought out the proprietor.

\* \* \*

## Where to Park

REPORT from a local paper: "He was led to believe there was to be a meeting of Chief Sanitary Inspectors of Leeds and surrounding district, and did not appreciate that it was to be used as a car park." Neither, I presume, would the inspectors.





# CASTROL WINS

## MANX CUP RACE

**1<sup>st</sup>** C. G. H. F. DUNHAM  
(ALVIS) 66.16 mph

★ ★ ★

## R.A.C. RALLY

OVER 1,500cc OPEN CARS

**1<sup>st</sup>** IAN APPLEYARD  
(JAGUAR)

UNDER 1,500cc CLOSED CARS

**1<sup>st</sup>** JACK READINGS  
(M.G.)

Subject to official confirmation



# BRITISH EMPIRE TROPHY RACE

**won on**



**K.L.G.**

**1<sup>ST</sup> STIRLING MOSS**  
(FRAZER-NASH)

**2<sup>ND</sup> BOB GERARD**  
(FRAZER-NASH)

*both*  
*used* **SMITHS**



**K.L.G.**

Subject to official confirmation

*sparkling plugs*



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# NEWS and VIEWS

## G.M. Halt

FROM July 28 to August 6 the vast American organization of General Motors will close their works owing to shortages of raw materials. Chevrolet, Pontiac, Oldsmobile, Buick and Cadillac factories will be the first to close.

## Alpine Passes

ALPINE passes now open include the Simplon, Maloja, Ofen, Julier, St. Bernardino, Lukmanier. The following passes will be open about the end of the month: Susten, Grimsel, Furka, St. Gotthard and Flüela.

## F.M.I. Summer Meeting

THE summer golf meeting of the Fellowship of the Motor Industry will take place on July 7 at the Hawkstone Park Hotel and Golf Course, Weston-under-Redcastle (eight miles from Shrewsbury). There will be singles in the morning and two-ball foursomes in the afternoon.

## New Light Willys?

IT seems certain now that the Willys-Overland company of America, manufacturers of the Jeep, will go ahead with the production of a new low-priced small car, the company believing that the trend of American motoring in the next few years will be in this direction. Tooling-up has been completed and Willys-Overland believe that they will be able to get enough steel to begin production. The Jeep models will continue.

## Gift to College

A SECTIONED Austin A.40 engine was presented by Car Mart, Ltd. to the College of Aeronautical and Automobile Engineering in London on June 14. During a reception the presentation was made by Mr. V. P. Fitz-Simon, of Car Mart, and thanks were returned by Mr. D. G. Duguid, M.A., M.I.Mech.E., vice-principal of the college.

The engine, which is completely sectioned and coloured, joins what is now a large and comprehensive collection of car and aircraft engines, most of which are used by the students in practical work on trouble diagnosis, fitting and assembly.

## Aerodynamic Tests

CONSIDERABLE interest has been shown in the two photographs on page 656 of the June 8 issue, illustrating air eddies round a Bristol car model in a "smoke tunnel," and round an actual car by means of attached tufts of wool. The photographs were taken by the Department of Aeronautical Engineering of Bristol University, which, as its name implies, is very much occupied by aircraft research. The Department is, however, eager to undertake a complete programme of wind tunnel testing with the co-operation of a car manufacturer. The University's Professor of Aeronautical Engineering is A. R. Collar, M.A., D.Sc., F.R.Ae.S., and the lecturer in aeronautical engineering is Joseph Black, M.Sc., A.F.R.Ae.S.

## BUYING BRITISH?

Ray Milland, film star and sports car enthusiast, with Mr. R. G. Gillespie and Mr. J. R. Davis, members of the Peter Salori Organization marketing British cars on the U.S. West Coast. Around them is the "merchandise."



## Working Party for Roads?

THE well-known authority on roads and road transport, Mr. W. Rees Jeffreys, advocated a working party of road interests to assist authorities in road and road planning matters, in a recent speech to the Roads Improvement Association. He said that roads were yearly becoming more unequal to the public needs, and that the pro-railway bias of the Treasury was causing increased transport costs and costs of living. Undue centralization in the control of nationalized services, including roads, was checking individual initiative.

## Festival Improvement

FESTIVAL traffic arrangements in the inner London area have resulted in an improvement of traffic flow, according to the Home Secretary. No changes are yet contemplated in the arrangements apart from some relaxation in certain individual streets.

## Unjust Tax Stays

IN spite of strenuous efforts by members of all parties, the Chancellor refused to modify the 25s per horse-power rate on cars first registered before 1947. Mr. Gaitskell used the time-worn excuse that the concession would cost £6,000,000, and he could not agree that the fact that petrol taxation revenue had increased by nearly that amount last year was relevant to the question of this year's expenditure.

He maintained that the owners of old cars were not poor in relation to the general body of tax-payers and said that the fact must not be overlooked that some of them had made substantial gains as a result of the rise in prices of second-hand cars (cries of "Oh").

The Government recognized that there was an anomaly but Mr. Gaitskell did not accept that it was a serious case of hardship.

All of which goes to show that where hard cash is concerned British scruples of fair play can conveniently be forgotten.

## ROAD TRANSPORT—PAST AND FUTURE

IN an extraordinarily comprehensive Paper read to the Institution of Civil Engineers on Monday, June 11, Mr. John Shearman, M.I.Mech.E., and Mr. B. B. Winter, M.I.Mech.E., surveyed the history of road transport by internal combustion from 1851 to 1951. Perhaps the section of the Paper of greatest interest to normal motorists is that in which the authors give their personal opinion as to future developments.

The industry, state the authors, must develop its technical and scientific approach to the utmost, and a problem which will have to be faced is the point at which complication must stop because of its effect on the selling price. Up to now the designer has added complication upon complication, with the production engineer keeping pace by pulling down the cost of production, but management will soon have to consider whether there will have to be a trend towards simplicity.

Assuming availability of fuels from 85 to 90 octane, pronounced steps in engine design are likely to achieve higher performance with lighter power units. Above all, economy figures far in advance of today's should be attained. The short-stroke engine is likely to predominate, but the authors feel that a new type of valve

may replace the poppet. Much work remains to be done on combustion chambers.

Intense activity is likely under the heading of transmission. On large cars a simple form of hydraulic torque converter is necessary, and extensive use of overdrives. With smaller cars, there is likely to be an easily selected high gear for cruising.

The authors feel that suspension is likely to become controllable by hand or by automatic means. They are not over-enthusiastic about the prospects of independent rear suspension.

A plea is made that British styling shall remain individual, especially as regards frontal aspect. There should be a trend towards the functional and away from "embroidery."

With regard to performance in general, an improvement should be effected in power-weight ratio.

The authors are again pessimistic regarding the gas turbine. They say that its signal success in aircraft does not necessarily imply that it is suitable for road transport. It is most likely to be seen in heavy vehicles. Against its adoption for cars they maintain that the piston engine has far from reached the limits of development.

## NEWS and VIEWS

continued

## New Radio

A FIRM which has competed for some time in the car radio field, Delco-Remy-Hyatt, has produced a new set which will be on sale at the end of this month. It is called the Trimatic. There is only one control for obtaining three pre-set stations, on long or medium wavebands, and "free" tuning is available by means of three drums of generous diameter with milled rims.

Two units form the set; a speaker which can be mounted as desired, and

the combined receiver, power pack and control unit. The latter is 9in deep, 7in wide and 4in high, and the speaker is 7in square. Special attention has been paid in design to motoring requirements, such as suppression of interference, automatic volume control and selectivity. Easy alteration of the pre-set stations is available without tools, and the set is suitable for 6- or 12-volt circuits by means of a small adjustment. It is finished in chocolate brown with a cream plastic control face and bronze speaker grille. Cost of the Trimatic is £18 18s, plus £8 17s 3d tax.

## Exide Agents Convene

SCARBOROUGH was the scene this year of the Exide service agents' twenty-second convention, held from June 5 to June 8. Highlight of the convention was the annual banquet on June 7, when Chloride Batteries, Ltd. entertained 598 guests, amongst whom were the Mayor of Scarborough and the Mayoress. Speeches were light in manner and strictly rationed in time in order that guests should have ample opportunity to "let their hair down."

## Coachbuilders at Play

ON Saturday, June 30, the midland centre of the Institute of British Carriage and Automobile Manufacturers will hold its annual sports meeting at Droitwich. Golf competitions on handi-cap take place at Droitwich golf course, the Mansell-Adams cup being the morning prize for the best net score and the Lord Austin cup being played in the afternoon for the best score versus bogey. Also during the afternoon the bowls com-

petition for the F. I. Connolly challenge cup will be held at Hadley bowling green, near Droitwich.

## Empty Parks

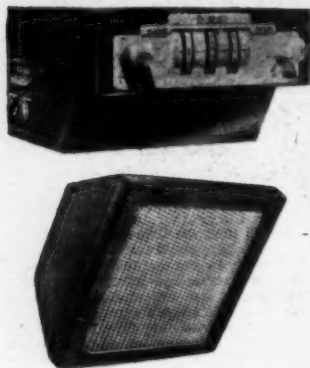
LESS use than was expected has so far been made of the London Festival car parks, and the Ministry of Transport has decided to close some of them for the time being. Asked if they could be used as playgrounds or if the fee could be reduced and coaches allowed in, the Minister of Transport made no reply.

## Breakdown Extension

SIX prominent garages in the London area have now been included in the A.A. radio-controlled breakdown service, and their vehicles will form an addition to the radio-controlled vans already operated by the A.A. The areas are Brentford, Wembley, Southgate, Woodford, Eltham and Streatham, and the Association has provided radio equipment for each vehicle.

## Two-wheeled Pioneers

A SUMMER Rally of 58 members of the Association of Pioneer Motor Cyclists, at the Commonwood House Country Club, Chipperfield, Hertfordshire, last Sunday, was really a car rally. Members of this pioneer club qualify for full membership if they held a motor cycle licence before 1904. Companion members are accepted if they have held a licence for over 40 years. The present total of membership is 383. The President, Mr. G. Geoffrey Smith, M.B.E., was chairman at the luncheon and the general meeting which followed.



The receiver and tuning control unit of the Trimatic car radio and the separate speaker.

## TUNING THE XK120 JAGUAR

THE Jaguar service and spares organization has just issued Service Bulletin No. 95, and this is likely to cause a flutter amongst XK120 owners, because it gives all the necessary and official "gen" on how to make the XKs go faster for competition purposes.

Bulletin No. 95 is highly interesting. It explains that the XK engine is standardized with a choice of three different compression ratios, which are supplied according to the octane quality of the fuel in use in particular countries. Thus the 7 to 1 ratio is provided for home cars, where a fuel with an octane number of approximately 72 may be obtainable. No advantage can be gained by raising the ratio above 7 to 1 unless a higher octane fuel is used. The performance of the engine can be improved by other methods.

An 8 to 1 ratio is normally supplied for export countries where good fuel of 80 octane is available. Again, no advantages can be obtained by raising the ratio above 8 to 1 unless better fuel still is available. Finally, a 9 to 1 ratio can be used in conjunction with 85 octane fuel, or 80 octane fuel plus 10 per cent benzole. Incidentally, the compression ratio of any XK engine can be found from the engine number. If the suffix 7 appears after the number, the compression ratio is 7 to 1. If the suffix is 8, the ratio is 8 to 1, and so on.

The first point that the Bulletin makes is that every part necessary is stan-

dardized, numbered, and the price given. This must be almost the first time that a British car manufacturer has made public his secrets of tuning and arranged to supply all the parts needed for its different degrees. The performance of 7 to 1 compression ratio engines can be improved by high lift camshafts, special timing, R.F. carburettor needles, Champion NA8 sparking plugs, a lightened flywheel, and a special crankshaft damper.

The 8 to 1 compression ratio engine can be improved in the same way, but using Champion NA10 plugs. A 7 to 1 engine can be converted to 8 to 1 with the aid of special pistons; a different distributor is required. For tuning the 9 to 1 engine the parts required additionally or alternatively to those mentioned for the 7 to 1 engine are special pistons, distributor, carburettor needles, and NA12 plugs. The timing again is slightly different.

In all engines, for racing the suction automatic advance should be dispensed with, the main water thermostat removed and the by-pass blanked off; a further requirement is a manually operated switch which should be wired up for the cold-starting carburettor.

To obtain the maximum performance a special dual exhaust system must be fitted. This, however, reduces the ground clearance by about 2in.

With the modifications mentioned above the maximum engine power is de-

veloped at 5,800 r.p.m. instead of 5,400 r.p.m.

A special clutch, tested at high r.p.m. and having a solid centre plate, with linings riveted and cemented on, is needed to stand up to racing starts.

Both front and rear suspension have to be stiffened up. As regards braking, the best results are obtained by using standard drums and standard shoes fitted with Mintex M14 linings. For long races, shoes fitted with 4in linings (instead of 3in) should be used in conjunction with special micro-adjusters and pull-off springs. It is advantageous to provide air scoops for the brakes, and ventilation holes to the rear of the back plates. Spats and wheel nave plates should be removed when racing. There is a choice of four rear-axle ratios, to suit particular circuits and circumstances. The highest gear is 3.27 to 1, suitable for very fast circuits having straights at least three miles in length. This can give 145 m.p.h. at 5,800 r.p.m. The lowest is 4.3 to 1, giving 112 m.p.h. at 5,800 r.p.m.

As regards the body, weight can be saved and a more firm seating position obtained by the use of bucket seats. Racing windscreens and cowling are available. Finally, it may be repeated that this informative bulletin gives the price of every needed component. As an example, the high lift camshafts cost £15 each, and 9 to 1 compression pistons £3 10s each. The dual exhaust system is priced at £15.

## MANX CAR RACES



### BRITISH EMPIRE TROPHY

## 1st STIRLING MOSS

driving a FRAZER NASH owned by S. G. Greene, at an average  
speed of 67.27 m.p.h.

(subject to official confirmation)

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Mr. Bennett and the late Mrs. Bennett posed in an Oldsmobile for this picture, taken in 1901.

## FIFTY YEARS OF MOTORING

**THE AUTHOR** has been a pioneer in the introduction of many features that are accepted as standard in modern motoring. He is to be entertained to dinner by the Wardens of the Worshipful Company of Coachmakers and Coach Harness Makers on June 26 to celebrate his fifty years in the industry. In this article he gives a few of his experiences of the early years of the automobile movement.

**I** MUST be one of *The Autocar's* oldest readers, as I go back to its beginning in 1895. My mind in those days was set on transport and the limitless possibilities of the era of electricity; I came to London as one of the resident engineers of The St. James and Pall Mall Electric Light Company and was extremely fortunate in having as my chief a Mr. Dobson, an enthusiastic pioneer car owner. He had one of the very first Benz cars and one of the first De Dions.

My immediate boss, a really fine engineer, W. E. Rowland, was also an enthusiast and while he was making his own car in the company's works, I was at the same time

showed (at the Crystal Palace) their White Bug, the first car to travel at over 100 miles per hour, although only for one kilometre.

From a half-page advertisement in the *American Automobile Trade Journal* I spotted an advertisement of the new Cadillac company with an illustration of the engine made by Leland and Faulkner (taken over by the new company). They had made engines for the Oldsmobile and I knew, as an engineer, that their engines were good and sound. Hence my long alliance with the Cadillac company, with whom I worked for over 20 years. Unfortunately the import duties made the cost of these cars too high for the popular market and we very reluctantly parted. I never had any trouble with them; when they were taken over by General Motors the agreement said that I was not to be interfered with. This may be accounted for by the fact that I had had the good fortune of twice winning the Dewar Trophy, the first time in the now historic Cadillac standardization test. To quote Alfred Sloan in *The Saturday Evening Post*: "In my opinion this was the greatest individual effort in the long history of the American motor trade." This was very high praise indeed coming from such a man.

It may be of interest to know how I conceived the idea of this classic test. One day in about 1907 in the works I was watching the fitting of some king pins and stub axles and I knew they were made to one ten-thousandth scale of accuracy. I asked for several of them to be brought from the store and was astonished to find that, with this high degree of precision, every one fitted. Remarkable indeed; I wondered how I could demonstrate to the world that this high accuracy had been accomplished. Bit by bit a test to prove this was developed.

It may be remembered that there were three cars with which the test was made. These were chosen by lot by the late Sir Julian Orde, the Secretary of the Royal Automobile Club, from a list of 103 Cadillac cars, both in transit and in England. This was to prevent any question of attempted

By F. S. BENNETT, M.I.Mech.E., F.I.M.I.

making my first motor vehicle—a motor tricycle—in the works at Carnaby Street, which, in 1897-1899, was a hot-bed of early motorists. During the long night shifts, when all was quiet in the power station, I was allowed to work on my motor tricycle, which took over a year to build and nearly broke me financially. Finally it was finished and my first run was round Golden Square (near where the Regent Palace Hotel now stands).

Whilst I was with the company an American called with a letter of introduction to one of the engineers. He had brought over the "curved dash" Oldsmobile, then known as the "first silent petrol motor car," and needed an engineer to take over the mechanical side of the business he had founded; he tempted me by doubling my salary. After two years, the agency was taken away and we were left with the Winton car, one of which ran in the Irish Gordon Bennett Race, and which would have had a good chance of winning but for a bad blunder on the part of one of the mechanics, who put into the tank water instead of petrol. This company also handled the Baker Electric cars, one of the most perfectly made machines I have ever known. We

## FIFTY YEARS OF MOTORING —continued

"F. S. B.", who has completed 800,000 miles of motoring, refreshes memories of the cars of old with a Cadillac in the 1950 Veteran Car run to Brighton. Mr. Wilfrid Andrews wishes him luck.



fake. At the conclusion, again by lot, one of these three cars was taken by the R.A.C., kept under lock and key, and released only for the start of the R.A.C. and R.S.A.C. 2,000-mile trial of 1908, and this particular car won its class and the One-hundred Guinea Cup. It concluded with one of the most exciting races ever held at Brooklands, with a competitor's Zedel car; we started the 250 miles on Brooklands track with equal marks. The Zedel was a faster car than the Cadillac, so I depended on reliability; my car won only on the last lap by a few hundred yards.

The second time I won the Dewar Trophy was for the introduction of the now universally used electric starter. There was, curiously enough, a good deal of criticism as to whether this invention could possibly be practicable, but the Cadillac company boldly discarded the starting handle from their cars. This invention was not only a starter but also the generator for lighting and ignition. To prove my belief that something revolutionary had arrived, I inaugurated another R.A.C. test under very severe conditions, and for the second time I was awarded the Trophy.

### The Inventive Years

Looking back, it was these years of motor invention which appealed to me more than the commercial aspect of the trade but, like many technically minded men, I found myself being drawn more and more into the executive, financial and commercial side of the motor industry, especially so when I became chairman of General Motors, Ltd.

A serious internal operation in 1914 prevented me from being called up but I think, on looking back on the long years of my life, that I had my greatest hours during the 1914-18 war. Much of the work was of a secret nature. Having started to import farm tractors I was switched to food production, and started pioneering tractor-ploughing in England. The introduction of the tractor as a means of ploughing, combined with the chairmanship of General Motors, constituted some of the most arduous years of my life, with additional problems ranging from the making of fuselages, balloon winding units, trench lighting sets and other technical necessities of war, to servicing all the staff cars of the Canadian and American armies, which had standardized on Cadillacs.

All this culminated in my being sent by Mr. Churchill in August, 1918, to America with Lord Perry and the late Eustace Watson on the most ambitious tank production

scheme of the war. These tanks we were to produce by order of the President of the United States, in the Ford, Buick, Willys-Overland and Studebaker factories. If the armistice had not taken place 20,000 would have arrived at the front within three months.

Following the war I became sole distributor for the Chevrolet company. The financial aspect became so heavy that I sold out to General Motors, retaining only distributorships for the Cadillac and Chevrolet companies.

When I was actively interested in the Motor Agents Association I conceived the trade plate which would free the trade from the heavy finings which were going on for irregularities in the use of such plates. This led to the present successful regulations.

Under the old regulations the fines amounted to between £12,000 and £15,000 a year, but for the last twenty-five years they have been almost negligible, and the Ministry of Transport voluntarily offered me Trade Plate No. 1 in both the £25 and £5 categories for my suggestion.

According to the design I had for living—25 years to learn my job, 25 years to work at it and another 25 years to enjoy the fruits of my labour—I now eased off bit by bit until I found myself free from many business responsibilities but well occupied with non-remunerative work almost entirely devoted to motoring; I am a member of 14 committees, and retain my interest in the Society of Motor Manufacturers, of which, I am told, I am the oldest continuously elected member of the Council. I am greatly interested in the R.A.C. and its work, being Chairman of the Associate section, and also the Motor and Cycle Trades Benevolent Fund; this year I am Master of the Worshipful Company of Coachmakers and Coach Harness Makers. From these activities I get much interest and pleasure.

I still love motoring and hope to live long enough to complete my million miles—I am now over 800,000. I have driven from the Pacific coast of California to the Russian frontier in Estonia. I did not dare to cross the frontier because there was a Russian in a barrel lashed to a high tree, with a rifle, and I was told that, if he had been drinking vodka heavily the night before, he would probably shoot me. I put one foot into Russia and kept the other in Estonia.

*Fred C. Bennett*

# The Autocar ROAD TESTS



## DATA FOR THE DRIVER

### MARAUDER

PRICE, with open three-seater body, £999, plus £667 10s of British purchase tax. Total (in Great Britain), £1,666 10s.

ENGINE: 15.8i h.p. (R.A.C. rating), 6 cylinders, overhead inlet; side exhaust valves, 65.2 x 105 mm, 2,103 c.c. Brake Horse-power:

80 at 4,200 r.p.m. Compression Ratio: 7.6 to 1. Max. Torque: 110 lb ft at 2,500 r.p.m. 18 m.p.h. per 1,000 r.p.m. on top gear; 25.8 m.p.h. on overdrive top.

WEIGHT (running trim with 5 gallons fuel): 25 cwt 3 qr 0 lb (2,884 lb). Front wheels 50 per cent; rear wheels 50 per cent. LB per C.C.: 1.37. B.H.P. per TON: 62.1.

TYRE SIZE: 6.00-15in on bolt-on steel disc wheels.

TANK CAPACITY: 11½ English gallons. Approximate fuel consumption range, 23-25 m.p.g. (12.3-11.3 litres per 100 km).

TURNING CIRCLE: 37ft 6in (L and R). Steering wheel movement from lock to lock: 2½ turns. LIGHTING SET: 12-volt.

MAIN DIMENSIONS: Wheelbase, 81in. Track, 41in (front); 41in (rear). Overall length, 131in; width, 51in; height, 41in. Minimum Ground Clearance: 6in.

### ACCELERATION

Overall gear ratios	From steady m.p.h. of	30-40	30-50
	sec	sec	sec
4.30 to 1	10.9	10.4	11.2
5.921 to 1	7.5	7.5	8.2
8.772 to 1	5.4	5.8	—
14.50 to 1	—	—	—
*10.07 to 1	4.9	—	—

\* Overdrive

From rest through gears to:—

sec	sec	sec
30 m.p.h.	5.7	60 m.p.h. 18.4
50 m.p.h.	13.2	70 m.p.h. 27.0
		80 m.p.h. 43.3

### SPEEDS ON GEARS

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	15-26	24-42
2nd	38-45	61-73
3rd	60-68	97-109
Top	89	143

Speedometer correction by Electric Speedometer:—

Car Speedometer	Electric Speedometer
10	9.5
20	18.0
30	28.0
40	38.0
50	47.0
60	56.5
70	67.75
80	77.25
90	87.0

WEATHER: Dry, cool; strong wind.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of August 18, 1950.

Closed car comfort is provided when the neat hood and rigidly attached side screens are erected. The full-width front and sweeping lines result in a pleasing appearance.

## No. 1434 : MARAUDER OPEN THREE-SEATER

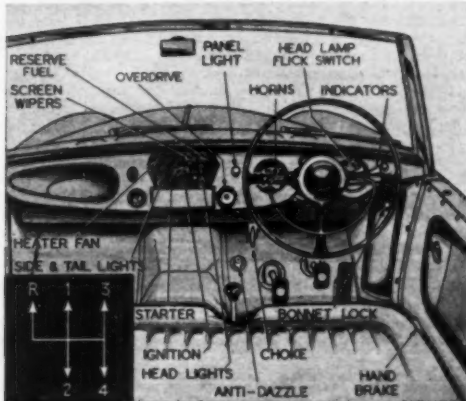
**A**LTHOUGH the Marauder is a close relative of the Rover in that it utilizes the Rover 75 engine and transmission, as well as various other components, it definitely has an individuality of its own. Obviously, from its appearance, one would expect it to have the attributes of a sports car rather than those of a family saloon, and so indeed it has, as the performance figures show. It is the type of car on which one can put "fifty plus" into the hour with comfort and with safety.

At the same time its very satisfying performance has been obtained without sacrificing the good qualities of its more sober relative. Thus it is a flexible and silent sports car, capable of threading its way unobtrusively through city traffic on top gear, but ready to respond instantly to pressure on the throttle pedal, and capable of high rates of acceleration on the indirect ratios. Quiet and snatch-free running on top gear is possible down to 6 m.p.h., yet the maximum speed is little short of 90 m.p.h.

Very little has been done to the Rover engine in order to attain this performance; a thinner gasket gives a slightly higher compression ratio and the valve springs are backed up by washers, this arrangement giving the effect of slightly stronger springs and eliminating surge. Throughout its speed range the engine remains smooth and quiet, and although the exhaust note is not actually inaudible it is very subdued and rather pleasing.

A feature of the car is the overdrive, of epicyclic type, fitted behind the gear box in the casing which in the Rover houses the free wheel. It is controlled by a hand wheel in the same way as is the Rover free wheel, clockwise rotation giving overdrive and anti-clock rotation giving the normal drive. The change to or from overdrive may be made when the car is stationary without any precautions, but if the car is in motion the change must be made when the engine is definitely pulling. Rotation of the control knob then spring-loads the overdrive and as soon as the throttle pedal is released the change takes place. If the change is into overdrive a slight clicking sound will be heard, for perhaps three or four seconds, while the engine slows down to the appropriate speed. As soon as the clicking has ceased the driver can depress the throttle. If the change is from overdrive into direct the driver momentarily releases the throttle and then slightly opens it to speed up the engine to its appropriate r.p.m.

As the overdrive top gear ratio is 3 to 1, as against normal top of 4.3 to 1, there is an appreciable saving of engine r.p.m. for fast cruising. To attain the maximum speed of 89 m.p.h. on normal top entails an engine speed of nearly 5,000 r.p.m., but the same speed on overdrive necessitates







In frontal appearance the Marauder is distinctive, the bonnet being only slightly higher than the crowns of the wings.

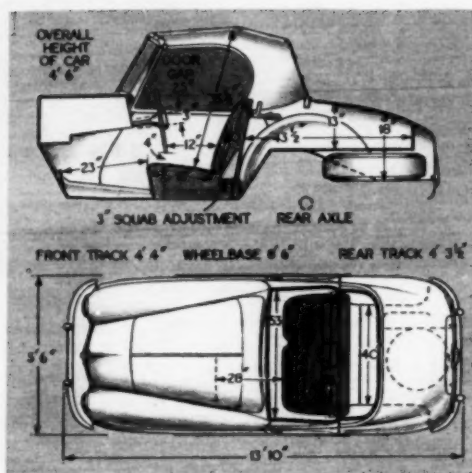
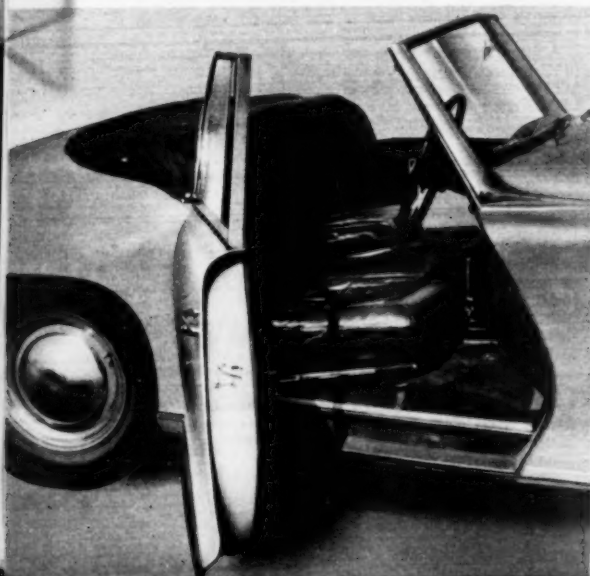
## ROAD TESTS . . . continued

only about 3,400 r.p.m. As the Marauder can maintain its maximum speed on overdrive on the level it may be said, indeed, that its cruising speed can be its maximum as far as the engine is concerned, and if road conditions permit, of course, as they might on Continental roads.

On overdrive top the car will accelerate smoothly from 25 m.p.h., but, naturally, it does so less excitingly than on normal top. The indirect ratios can also be used with overdrive, the car thus having eight forward ratios, but as overdrive third is a lower ratio—i.e., a higher gear—than normal top, and as overdrive second is only a very slightly lower ratio than normal third, it is advantageous to remain on the direct range for roads of a cross-country nature and to use the overdrive range for fast cruising on more open roads. On overdrive first in particular, however, the acceleration is especially rapid.

A slight whine is detectable from the overdrive when it is in use, but the four-speed gear box is commendably quiet. It is controlled by a short and lightly moving gear lever which is offset from the centre line of the car towards the driver, the reason for this being that the bench type seat is intended to take three abreast and the lever does not inconvenience the middle occupant. The synchromesh third

Ingress and egress are not obstructed by the well-positioned hand brake lever or the short gear lever. A wide folding armrest is appreciated when only two are carried. The considerable curvature and rake of the fixed screen are apparent in this view.



Measurements in these scale body diagrams are taken with the seat cushions uncompressed.

and top engage easily and noiselessly merely by declutching and moving the lever, but the change to second gear is best effected by double-declutching, since it has no synchromesh action.

Although the passengers are sitting well aft, just ahead of the rear wheels, they have a comfortable ride free from pitching or pronounced roll. The springing has a degree of firmness very desirable in a car of this type, the lateral stability being such as to make fast cornering a pleasure. The front suspension utilizes the Rover linkage, but as the engine is set 19in further back the rate of the springs has been changed.

A longer drop arm gives the effect of a higher geared steering, two-and-a-half turns of the three-spoked wheel being required from lock to lock, yet the steering remains light, is decisive, and has sufficient self-centring action. In certain road conditions it is possible to detect a slight "sponginess," although on a car of lesser potentialities this might not be apparent; but the car is free from oversteering and can be held into a fast bend with confidence. The combination of springing, steering and weight distribution results in a car which can be driven fast with safety.

## Controls and Visibility

The driving position is comfortable, with all controls conveniently placed and with adequate room for the driver's feet. The seat cushion is not adjustable, although drivers of differing stature are accommodated by varying the position, and also the rake if desired, of the back rest. The 16in steering wheel is also instantly adjustable for rake, a Hardy Spicer universal joint being interposed between the end of the column and the steering box. Despite the long bonnet visibility is good, and the well-curved and well-raked screen has its pillars set far enough back not to cause any dangerous blind spots. A short lever on the steering column below the Trafficator switch allows head lamps to be "flicked" for warning purposes, as is usual in Continental driving.

Girling two-leading shoe hydraulically operated brakes give adequate retardation, allowing for the speed capabilities, and operate smoothly at all speeds and under varying degrees of application. No sign of brake fade was experienced. The hand brake lever is conveniently placed in a horizontal position alongside the right-hand edge of the seat cushion and does not get in the way of the driver when entering or leaving the car.

Instruments are located in front of the driver so that he can see them through the upper half of the steering wheel



almost without taking his eyes off the road. The speedometer is to the left of the central oil pressure gauge and a matching dial to the right of it combines water temperature gauge, ammeter and fuel gauge, the last-mentioned also indicating sump contents when a push-button is pressed. These instruments have interior "edge" illumination and a refinement is a rheostat to control the intensity of the lighting.

In the centre of the fascia is a small panel containing six switches in two groups, each group with an indicator which shows their identities. The two lower switches control side and tail lamps and head lamps. The upper switches are respectively for the map light in the centre of the scuttle edge, which also operates when either door is opened, the fan of the heater (if fitted as an extra), the screenwipers and the reserve petrol supply. To guard against the driver forgetting to switch off the reserve supply after filling up, a red indicator spot lights up on the petrol gauge.

For an open sports car the equipment is unusually comprehensive and, in addition to items previously enumerated, includes a cigarette lighter, ash tray, large glove recess in the fascia, two useful recesses in the scuttle sides for carrying vacuum flasks and large recesses in the doors. The recessed doors also add appreciably to the elbow room when three occupy the seat. If there are only two aboard a wide folding centre arm rest adds to their comfort. Upholstery is in leather, in pleated style with plain edges, and this is also used to cover the fascia, having the merit of being free from reflections.

### Stowage Space

Luggage space is provided in the tail, to which access is given by folding the squab forward. Loading or unloading is not difficult and the space available is generous for the type of car. A flat floor measuring 36 x 40 in has an average height over it of 11 in, so that three good-sized suitcases can be carried. Additionally there is room for soft bags behind the seat squab, and a subsidiary compartment alongside the spare wheel, which is mounted towards the left side beneath the luggage platform, accommodates small parcels. The spare wheel is withdrawn from the rear, the lid of its locker being recessed to carry the nested tools.

Rather surprisingly, considering the rake of the screen, there is a certain amount of back-draught round the passengers' heads when the car is used open, but this is reduced somewhat by having the side screens in place. The hood naturally cures this, for it fits snugly to the side screens, and both side screens and hood are easily erected. The screens have divided glasses to slide for ventilation and are of robust construction with stout chromium-plated metal frames. Two spigots on the bottom channel pass through holes in the door top rail and receive long nuts which hold the screens very rigidly. The head covering is separate from the metal hoops, which hinge up into place and over which the fabric is drawn. At the front edge of the fabric is a



Clean lines of the Marauder are well shown in this three-quarter rear view. The fuel filler cap is concealed behind a small panel. Good protection is given by bumpers with overriders at front and rear.

The spare wheel is mounted beneath the luggage platform to the left side, leaving useful space at the side of it. Tools are nested in the locker lid.



rigid member which is attached to the tops of the screen pillars, large thumb-screws locking the hood firmly down on to the screen top rail. A cover is provided for the hood when folded, hiding it completely. The rear-view mirror is attached to the screen by a suction cup.

The Marauder is a well-found open sports car which offers a high performance with a considerable amount of refinement as regards both the mechanical side and the physical comfort of the occupants.



The bonnet top is hinged longitudinally and gives easy access to the engine. On the right side are the two carburetors, air cleaner and electrical wiring, and on the left side the battery, distributor and oil filter extended up to a conveniently high position.

# MANX MEETING

## FRAZER-NASH TRIUMPH IN EMPIRE TROPHY RACE



Reg Parnell, winner of the Castletown Trophy race, accelerating away from Willaston Corner, between the high hedge-topped banks, in his 4CLT Maserati.

**T**HIS year's meeting in the Isle of Man, on Thursday of last week, run by the B.R.D.C. and sponsored by the *Daily Express*, differed from previous occasions in that the principal event—the British Empire Trophy race—was for sports instead of racing cars. It was brilliantly won by Stirling Moss at the wheel of a Le Mans Replica Frazer Nash, but Pat Griffiths, who had led throughout in his very fast Lester-M.G., was very

unlucky to break down only three laps from the end. Second came Bob Gerard in his similar Frazer Nash, while Jack Reece put up a very good show to gain third place in his M.G.-engined Cooper. First lap crashes put six cars out of the race.

The Manx Cup race, first event of the day, was won in great style by Dunham's gallant old Alvis from Tom Meyer in one of last year's H.W.M. team cars. Third came J. H. Webb in the Turner Special, engined by the twin o.h.c. M.G. Magnette power unit once the property of Reg Parnell. Altogether, a pleasant and successful meeting in reasonably good weather; next year, with the possibility of more entries and a longer circuit, the Empire Trophy may well once more become one of the year's premier events.



The smile of victory: Stirling Moss enjoys a well-earned breather after his winning Empire Trophy drive.

**T**HE weather, which had been perfect for the previous week, both for motor cycle races in the Isle of Man and the car events on the mainland, was by no means auspicious during practice for the meeting. Indeed, the second evening of practice turned out extremely cold, with more than a hint of rain at times, while a real Manx mist covered the higher portions of the course, up to and away from Cronkny-Mona. Reg Parnell, who was driving his 4CLT Maserati in the Castletown Trophy *formula libre* event, put up fastest practice lap in 3m 11s, a speed of 73.11 m.p.h. (this was done on the first evening); Reg did very few laps and did not approach his own lap record by three seconds. Fastest time in practice for the Manx Cup race went to W. S. Aston's 1,100 c.c. Cooper in 3m 22s (69.13 m.p.h.) and D. A. Clarke's Frazer Nash secured that honour among the Empire Trophy entrants with a lap in the mist of Wednesday in 3m 26s (67.78 m.p.h.), beating Stirling Moss by one second.

Gerry Dunham's Alvis, winner of the Manx Cup race, comes up behind Barber's Cooper at Parkfield Corner.

Race day was rainless, although still rather unsettled. The cars assembled for the start of the Manx Cup and Castletown Trophy races, which were run concurrently, and there were some gaps in their ranks; Stirling Moss' H.W.M. was not ready, and had not come over to the island, while Oscar Moore's last year's model H.W.M. had broken its timing chain when started in the garage to come up to the course. Bobby Baird's Baird Griffin (a tubular-chassis, de Dion axle, machine with a Magnette engine supercharged by two enormous Wade instruments) had sheared the shaft driving the primary blower in practice; Willis Frazer Nash-B.M.W. had not appeared, and Leonard's Cooper-M.G. was being saved for the Empire Trophy. In the Castletown Trophy only four cars started; the 4CLT Maseratis of Parnell and David Murray, the 4CL of J. V. Green, and Joe Ashmore in the old Tecauto-i.f.s. E.R.A.

The front row at the start was shared by Parnell, Murray and Aston; but Murray anticipated the start by a couple of seconds and shot off down the road. He then realized his error and braked violently, slewing across the road just as the rest of the field got away, and for a moment things looked very ugly; but nobody hit him, and the race was under way. For this false start, Murray was penalized one lap, and as both Green and Ashmore were soon out of the race, Parnell was sure of victory barring accident or mechanical failure. Mechanical failure: at the end of a few laps Aston was so far ahead of the other Manx Cup contestants that he, too, looked a sure winner (Brandon's similar car having already dropped out), but the hoodoo that seems to dog the Coopers on this course had not finished yet, and before ten laps had been covered poor Aston was announced as walking back to the pits; the Cooper's engine had once again blown up very comprehensively.

This left Gerry Dunham's old Alvis (a special 12-70, as raced pre-war by his father, now fitted with a 1933 Speed Twenty engine) comfortably in the lead

from Meyer's H.W.M. and Shillito's fast Riley, which had been re-bearing since practice. The Alvis was running very consistently indeed, putting in eight consecutive laps in 3m 30s (66.50 m.p.h.), and interest now focused on Murray, who had caught up with Parnell and was chasing him hard (although in fact, of course, one lap in arrears). Somewhere between Willaston and Cronkny-Mona, Murray succeeded in getting by; but up at the Nursery, immediately afterwards, he spun round and hit the bank, losing several minutes as a result. This ended the only close scrap in sight; then, in the Manx Cup, Shillito's Riley twice came in for attention to the front carburettor, and lost its third place to Webb's Turner Special, which had been running very regularly in its first race.

### The Sports Cars

**A**ND now came the Empire Trophy race, for sports cars, run on a handicap system of credit laps for the different capacity classes. From a study of practice times it was evident that the main struggle would lie between the Frazer Nashes and the Lester-M.G.s; the former came in the 1½-3-litre group, receiving one lap start from the unlimiteds, while the latter were 1½-litres with four credit laps. Neither of the two XK120 Jaguars arrived on the island, and the fastest cars in the largest class were the Cadillac-engined Allards of S. H. Allard and P. J. Collins; but practice had shown that the Frazer Nashes were faster still on this winding and bumpy circuit, even without their credit lap. Other non-arrivals were Buncombe's Healey, Baird's Ferrari and Lyons' Connaught.

The race was started by the Lieutenant-Governor of the Isle of Man, Sir Geoffrey Bromet; the cars all got away well, and the first lap was as hectic as anyone could possibly wish. As the cars streamed round Parkfield, the first corner, at the bottom of the hill after the start, S. Hill's Healey hit the tail of the Delahaye driven by Guy Gale, knocking it into the sand-





First-lap mix up: as the tightly packed mob of cars comes into Parkfield Corner, Hill's Healey (number 24) slides badly and hits the back of Guy Gale's Delahaye. Later in the same lap, of course, there was another and more comprehensive pile-up.

bagged wall; this took some minutes to straighten out, the Delahaye continuing after a visit to its pits, the Healey retiring on reaching the pits. Meanwhile the rest of the cars had screamed on, round Willaston, Crony-y-Bury and Cronk-ny-Mona, until they reached the bends by the Nursery. Moss, driving Squadron-Leader Greene's Le Mans Replica Frazer Nash, was leading and passed through, but Sydney Allard, rather over-enthusiastic, slid and touched the bank, the big Allard swinging round and hitting the opposite bank hard and puncturing the fuel tank. Gerard's Frazer Nash missed him by a fraction of an inch; but the Frazer Nashes of Clarke and Pitt collided as they, too, swerved—and in a second crash succeeded crash. Peter Collins hit the back of Pitt's car, fracturing the Allard's front axle, and W. H. Murray did likewise with his Frazer Nash; his car went up and over those of Pitt and Clarke before returning to earth with a thump. Fortunately the road was not completely blocked, and the remainder of the cars got through; all five cars were too badly damaged to continue, but the only driver injured was Clarke, who suffered concussion and was taken to hospital. Pitt was lucky to escape, as Murray's tyre marks were clearly visible on the back and shoulder of his overalls!

At the start, Moss had come through with a big lead over Gerard, followed by what was left of the field, and until reports came through conjecture was rife as to the fate of the remainder. The Lester-M.G.s of P. Griffith and J. C. C. Mayers were out in front of the 1½-litre class, travelling very fast, followed by the Cooper-M.G.s of Leonard and Reece, and it was soon obvious that Griffith would take a lot of catching. Moss was travelling very fast, gaining several seconds a lap on second middle-group man Gerard; but only a miracle or some mechanical failure could bring him up with the flying Lester-M.G. Curtis' Mercury-powered Allard was leading the large-capacity class from Parnell's Nash Healey, but the latter was passed after five laps by Scott-Russell, driving Annabelle's Allard, and retired with a broken gear lever ten laps later. Still the struggle continued; Leonard's Cooper-M.G. came into the pits with a broken carburettor float chamber, while George Abecassis (driving R. R. C. Walker's DB2 Aston Martin) made several stops, as did "Dave," young American driver of the lone Dyna-Panhard, and Ben Whitehouse with the DB1 Aston Martin. Mayers' Lester-M.G. was in trouble with a chronic misfire, but still Griffith's sister machine kept on, as regularly as a

clock and unassailable on handicap. Lund's TD M.G. had to make a short pit stop for fuel; Jacobs' similar car had gone out with piston trouble, but the more standard versions driven by Pople and Line were going steadily and well. At 29 laps Moss passed Reece to become second in fact as well as on handicap; and three laps later came drama, as Griffith was overdue. Then Moss came by to lead the race, and it was learned that the Lester-M.G., having for some unexplained reason run out of oil, was stationary on

the straight with a seized engine—a cruel stroke of luck with only just over three laps left to complete. Simultaneously Bob Gerard passed Reece into second place; so they finished, with Lund fourth, while Peacock's Frazer Nash gained fifth position.

Such is the luck of motor racing: Moss had driven brilliantly, but he could not have caught Pat Griffith, who in his first big race had put up a magnificently consistent display of fast driving, had it not been for—mechanical failure, once again.

## RESULTS

**Moss Cup:** race distance 89.5 miles (18 laps of 2,878-mile circuit); 1. Alvis 2,500 (G. G. H. P. Dusham) 1h 5m 19s (60.14 m.p.h.); 2. J. C. C. Mayers 1,800 (T. M. Meyer) 1h 4m 35s; 3. Turner 1,087 s (J. H. Webb) 17 laps; 4. Riley 1,968 (G. R. Sullivan) 17; 5. Healey 2,443 (P. J. Simpson) 17; 6. Aston Martin 1,970 (E. C. Stapleton) 16; 7. Riley 1,968 (H. A. Richards) 15; 8. J.S.A. 1,406 (J. Kelly) 14, 13 starters.

**Castletown Trophy:** race distance as above; 1. Maserati 1,600 s (R. Parnell) 55m 4m (70.04 m.p.h.); 2. Maserati 1,450 s (D. Murray) 17 laps, 4 starters.

**British Empire Trophy:** race distance 134.5 miles (28 laps); 1. Frazer Nash 1,971 (Stirling Moss) 1h 57m 33s, 67.27 m.p.h.; 2. Frazer Nash 1,971 (P. R. Gerard) 2h 1m 2s, 65.39 m.p.h.; 3. Cooper-M.G. 1,250 (J. C. C. Mayers) 54 laps 58.64 m.p.h.; 4. M.G. 1,250 (E. W. K. Lund) 54 laps; 5. Frazer Nash 1,971 (R. P. Peacock) 53; 6. Allard 3,925 (P. G. Curtis) 52; 7. M.G. 1,250 (M. J. Pople) 52; 8. Frazer Nash 1,971 (H. R. Culpan) 52; 9. M.G. 1,250 (J. T. E. Line) 52; 10. Allard 3,917 (P. Scott-Russell) 51; 11. Aston Martin 2,580 (G. R. Abecassis) 51; 12. Cooper.

M.G. 1,250 (L. Leonard) 50; 13. Delahaye 8,557 (O. Gale) 58. Still running: Dyna Panhard 745 ("Dave") 21. \* denotes class winner. Fastest lap: Moss, 3m 23s, 68.78 m.p.h.

**Retirements:** Lester-M.G. (P. Griffith) 31 laps, engine; Lester-M.G. (J. C. C. Mayers) 28, engine; Aston Martin (B. Whitehouse) 22, clutch; M.G. (B. W. Jacobs) 18, piston; Jupiter (W. H. Robinson) 15, engine; Nash Healey (R. Parnell) 14, gear lever; Frazer Nashes (D. C. Pitt, D. A. Clarke, W. H. Murray), Allard (G. H. Allard, P. J. Collins), Healey (B. Hill) 1, crash.

**Winners' Equipment:** Moss, Esso fuel and oil, K.L.C. plugs, Periodo brake linings, Newton shock absorbers, Dunlop tyres, Solex carburetors, Lucas ignition. Gerard: Shell fuel, Castrol oil, K.L.C. plugs, Minira brake linings, Newton shock absorbers, Dunlop tyres, Solex carburetors, Delco Remy ignition. Reece: Shell fuel, Newton oil, Lodge plugs, Periodo brake linings, Newton shock absorbers, Dunlop tyres, S.D. carburetors, Lucas ignition.

Bunch at Onchan Corner; in front J. C. C. Mayers' Lester-M.G., about to be overtaken by the winner, Stirling Moss, in his Le Mans Replica Frazer Nash. Behind them comes M. J. Pople's TD M.G.



# LIGHTS ABROAD

## MODIFICATIONS ADVISABLE FOR CARS LEAVING BRITAIN FOR JOURNEYS ON THE CONTINENT

**U**NDER present international regulations, it is not essential for British tourists taking their cars to the Continent on temporary visits to modify their lighting systems, but in view of the enormous number of British cars going abroad this year, it is desirable that their lights should conform with Continental practice if any appreciable amount of night driving is contemplated. This will not only avoid inconvenience to all concerned, but also, as experience of members of *The Autocar* staff in the past few months shows, it is desirable in the interests of safety.

There is still a lack of uniformity in lighting regulations in different countries, and although British car manufacturers have now adopted double dipping to come into line with general practice in the rest of the world, there is a good deal of difference in local interpretation. For example, American sealed-beam head lamps are illegal in Switzerland because the authorities there consider that they allow too much upward scatter of light in the dipped position, owing to inadequate shrouding of the filament.

New British cars fitted with double dippers are acceptable in all Continental countries, but in France yellow bulbs should be fitted, failing which the lenses should be coated yellow. The French maintain that this reduces dazzle, but no one else seems to agree with them. The National Physical Laboratory carried out tests in England before the war, as a result

of which they concluded that yellow lamps conferred no advantage in fog, and since then Bosch have carried out tests in Germany which convinced them that yellow lamps have no anti-dazzle virtue whatever—apart from the fact that the tinting slightly reduces the total amount of light emitted from a given bulb.

### Bad as the British

It looks as though the French are being as wrong-headed in sticking to yellow head lamps as the British were in persisting with the dip and switch arrangement for so long, but it is a matter of courtesy to comply. Cars which show white head lamps are quite frequently stopped by the police at night, particularly in northern France. Where the car bears a foreign registration, no action is taken, but on the long main roads, particularly those running south towards Lyons, the French truck drivers take matters into their own hands. When white lights are seen approaching, they switch on powerful batteries of spot lamps which utterly dazzle the offender. In one case a member of *The Autocar* staff driving a borrowed car with white head lamps which were, admittedly, badly adjusted, had a narrow escape when a French truck deliberately tried to ram him. As the driver concerned had had experience of being forced off the road several times by British trucks driving two abreast on narrow roads in broad daylight, the manoeuvre did not succeed,

but this sort of thing does not add to the pleasure of a holiday trip. In the interests of safety and personal convenience it is, therefore, advisable to tint the lamps yellow if any extensive mileage is contemplated in France after dark.

There are other local customs which are worth noting. A staff car travelling in Belgium with the dip and switch arrangement which is still found on the great majority of British cars in service, was recently stopped by the police. The single head lamp left on in the dipped position had been converted to switch downwards and not to the left, but the Belgian police maintained that oncoming drivers might fail to see the side lamps and mistake the single head lamp for the light of a motor cycle, with unfortunate results. They expect cars to have two lamps of equal intensity, and where this is not easily arranged with existing head lamp equipment it might be possible to bring two spot lamps into use to take the place of the head lamps which are extinguished.

In Italy a few weeks ago, a member of the staff was in an Italian car which was stopped by the police because two fog lamps were being used to supplement the head lamps in a downpour. This is apparently not permissible and only two driving lights should be used at a time. All in all, the British tourist is left asking whether anything more than lip-service is being paid to the ideal of international standardization.

## LUCAS RECOMMENDATIONS

**L**UCAS recommendations are as follows: On cars fitted with F700 head lamps the wiring should be altered to provide double dipping (Fig. 1) and the existing bulbs should be replaced by No. 350 types, obtainable on request from Lucas

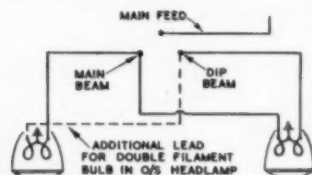


Fig. 1: Change right-side bulb-holder (on left in diagram) to double pole, fit double-filament bulb and add additional lead to head lamp as indicated by dotted line.

service depots. Where older pattern head lamps, such as M140s, are fitted, the wiring should be similarly adapted, and double-contact bulb-holders should replace the single-contact type; the bulbs should be replaced by Philips No. 12792L. With solenoid dip and switch lamps the procedure is similar and a temporary feed through the dipper switch should be made to each pair of bulbs

(Fig. 2). Requisite bulbs are also available on request.

With R100 and F770 lamps the back shells should be changed to accommodate Philips bulbs No. 12725 supplies of which can be obtained, by arrangement, from Lucas depots; an alternative is to change the back shell to accommodate French bulbs.

These alterations do not, of course, supply the yellow light which is desirable in France, where it is compulsory for cars of French nationals. Contrary to a recent statement in *The Autocar*, Lucas do not supply yellow bulbs in spite of the big demand from tourists. They will not,

states the company, be available "for some few months." In the meantime, motorists must use the makeshift method advocated. This is to apply yellow lacquer to the outside of the lamp glass. The lacquer should be applied by brushing, a drying time of fifteen minutes being allowed. Three coats are recommended, and no attempt should be made to lacquer bulbs.

As previously mentioned, motorists using their cars very little after dark can often improvise successfully by use of fog discs for yellow light and a spot lamp for right-hand dipping.

### Touring Spain and Portugal

**S**PAIN and Portugal are comparatively unknown to the touring motorist, in comparison with France, Switzerland and other European countries, and there is a dearth of good road maps for them. The Michelin Touring Service has now filled the blank by producing a map of Portugal to the scale of five kilometres to the centimetre, this being No. 37, and two maps, Nos. 38 and 39, which cover respectively the northern and the southern halves of Spain and Portugal to the scale of ten kilometres to one centimetre. The maps are produced in the usual Michelin manner and show the route numbers, distances between towns and the location of hotels.

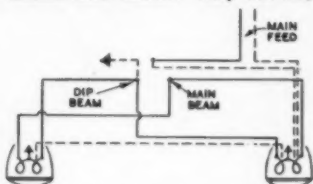


Fig. 2: Original leads (shown dotted) should be removed from their terminals and taped up. A temporary feed should be run to the dipper switch common terminal from the appropriate head lamp feed terminal of the junction box or lighting switch.



Grace

"Prima Ballerina of the Show"—*The Autocar*. "Indescribable Beauty"—*Le Matin, Paris*. "The most beautiful car in the whole exhibition"—*Touring-Bern, Switzerland*. "One of the best looking in the world"—*Daily Mirror*. "Remarkably modern yet in impeccable good taste"—*Le Monde, Paris*. "Achieved an objective which previously eluded British Manufacturers—unmistakably British yet with most modern lines"—*The Times*.

Space

"Seats five to seven Adults. Four large suitcases, four golf bags and other personal effects can be accommodated in the luggage boot with the lid closed"—*Daily Telegraph*. "A roomy body that seats six in comfort . . . lots of luggage room"—*The Queen*. "Greater roominess . . . space in rear seat for three in comfort. Huge Luggage Boot"—*Daily Mail*.

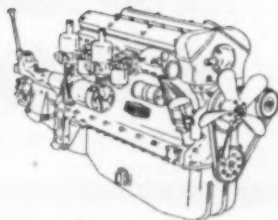
Pace

"Well over 100 m.p.h. and phenomenal acceleration"—*Daily Telegraph*. "Can do a hundred plus miles an hour"—*New Yorker*. "The famous XK120 engine guarantees a genuine 100 m.p.h. plus!"—*The Queen*. "Will travel at 106 m.p.h."—*Daily Mirror*. "Britain's most outstanding car—and the fastest"—*Daily Herald*.



## JAGUAR Mark VII

Powered by the world famous XK120 engine







**Proved the highest mileage tyre ever  
built; combining immense  
strength and road-gripping ability  
with handsome appearance**

- \* The tread rubber is tougher, more shock-resisting than ever before.
- \* Wider, flatter tread area grips *more* road for *more* traction, and wears more slowly.
- \* The improved All-Weather Tread — with its new Stop-Notches for quicker, safer stops — resists every direction of skid throughout the tyre's longer life.
- \* Handsome buttressed sidewalls provide protection from kerb damage, and make cornering steadier than you've ever known.



**DISTINGUISHED BY  
THE SILVER RING**

*You can trust*

**GOOD YEAR**

FOR LONG LIFE AND LASTING WEAR



## MEALS IN THE OPEN

SUGGESTIONS FOR  
VARIETY IN THE  
BILL OF FARE

**O**UT-OF-DOOR meals are so delightful when motor-ing that it is well worth while taking a little trouble over them; and in these days of austerity there is no denying that it *does* take forethought and work to supply picnic fare that is appetizing and stands transport successfully. And, incidentally, which does not dip into the meat ration (such as it is). Inevitably, a certain amount of work and preparation are necessary overnight to provide a really satisfying motoring lunch.

In case the weather turns chilly be prepared and have a little hot soup in the background, so to speak. Boil some up before starting and place it in a Thermos or, if preferred, take Bovril or Marmite and add hot water out of a Thermos at the time. Ryvita is good served with the soup and stands transport better than bread, which is liable to get dry.

Danish luncheon brawn, or Danish luncheon meat in tin, fresh ham by the ounce, or Donald Cook's ham slice, can make a substantial meat course. Meat patties are another idea (cooked overnight), containing chopped rabbit or sausage meat or a little bacon. Nut-meat rissoles made from Mapleton's nut mixture are good if mixed with tomato, onion and parsley and fried beforehand. Hard-boiled eggs are useful and can be served with mayonnaise out of a bottle. All these things can be improved by adding potato crisps, lettuce (kept in a damp cloth), tomatoes, and cooked beet-root. This last must be carried in a lidded jar. In addition, take plenty of cheese to keep in reserve in case appetites prove bigger than is expected.

### Specialities

Where expense does not count there is always cold salmon. Cook overnight and, when starting, place in a deep Pyrex dish with a lid. A cucumber must be taken, too, and mayonnaise (bottled). White fish can be substituted for the salmon if preferred. But anything of a fishy nature *must* be carefully packed in the luncheon hamper, with grease-proof paper round it, and, as said before, in a lidded dish. Other suggestions are cold cooked chicken, game or duck. It must be carved beforehand and each joint wrapped in grease-proof paper. Cold rabbit pie or pigeon pie would carry well in its dish, or a raised game pie.

The sweet course need be very little trouble, but is essential if there are children in the party. Jam sandwich or Swiss roll, jam or lemon cheese tarts, are popular, but each tart must be wrapped individually. Jelly can be made beforehand and kept in its mould till needed, or cornflour

blancmange; gooseberry or rhubarb fool can be carried in the wide-necked Thermos jugs, but these take up a little too much room in some cars. Tinned gooseberries, plums or blackberries can be added, or fresh fruit if preferred. Ice-cream can greatly improve most things and can be bought *en route*. Children love it. But buy it as near luncheon time as is practicable.

If tea is desired then make it with a "travelling spoon" or tea infuser, which makes two cups. A methylated spirit apparatus will be necessary. Coffee is easier if made with Nescafé. An equal quantity of milk and water, mixed and boiling, is poured on a teaspoon of the coffee in each cup. Orange, lemon and grapefruit squashes are all delicious, and require only water added, but, if possible, procure some ice and wrap in flannel till needed to add to them (or freeze some water in your "frig" if you have one). Remember that anything which you wish to keep cold should be as "warmly" wrapped up as possible. A few lemons thrown in are always a "good buy" in very hot weather, as they quench thirst so well. Fresh grapefruit can be substituted for the squashes if preferred.

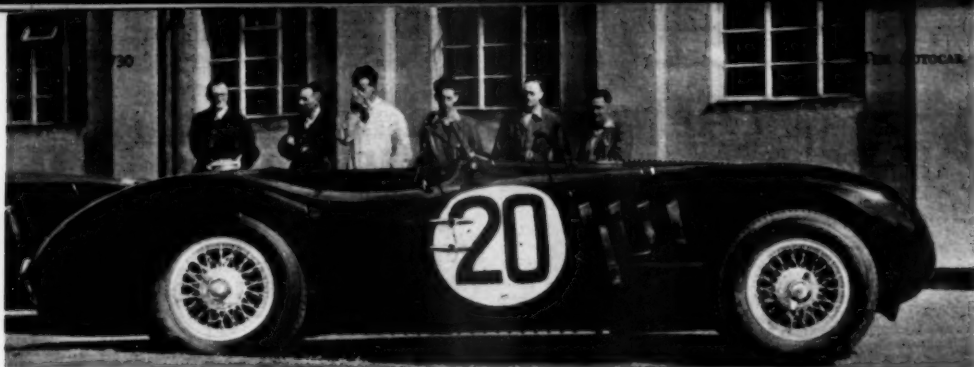
The "impromptu" lunch is a very different affair from the prepared meal. Sandwiches are the usual standby for such a repast, but even with these there is a little work involved, as cutting a lot of sandwiches is not so simple as it sounds. Be sure to have a very sharp knife and *yesterday's* loaf. And when all the cutting is finished place in grease-proof paper or a cloth in a well-sealed tin. Fillings as follows: Marmite (very small quantity) and cheese; sliced tomato and shredded lettuce; hard-boiled egg and a thin coating of Bovril; cream and cream cheese or Diplomat cheese; sardines skinned and boned; bananas sliced with chopped walnuts; or shrimp paste and lettuce.

### Margarine Preferable

Take plenty of biscuits to eat with cheese, and margarine in an earthenware jar in preference to butter, as it travels better. Cakes and pastries can be purchased *en route*.

It should be added that the paraphernalia of picnicking is a large part of the success of the whole thing. If a well-fitted-out basket is not to hand, then procure a deep hamper and fit in everything yourself. Take unbreakable ware such as the unfragile Coracle-ware, grease-proof paper and paper cloths, napkins and stainless knives. Don't forget the tin-opener and matches; many a picnic has been ruined by the omission of such essentials.

GERTRUDE BUNTING.



Wire wheels and knock-off hub caps are new on the Type C; the bonnet which is strap-secured, hinges at the front.

## Jaguar Developments

### AN XK TYPE C FOR RACING AND COMPETITION

**B**ECAUSE of the long series of successes of the Jaguar XK120, news from this source is apt to travel round the world quickly. By the time these lines appear in print the world will know that a new lightened version, designated the Type C, of the XK120 is making its first appearance in the classic 24-hour race at Le Mans this week-end. Type C indicates the Competition model. A batch of these cars is in course of production, largely in response to requests from America.

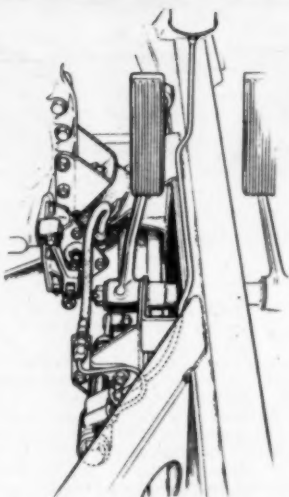
Before the race is run the makers are not disposed to release much detailed information concerning the Type C, though this will follow in due course. It may be said, however, that, except for tuning, the six-cylinder twin over-head camshaft 3½-litre engine and the four-speed gear box are the standard XK components. The engine, however, has a higher compression ratio and a dual exhaust system, the b.h.p. developed being in excess of 190, which shows a 20 per cent increase over the 160 b.h.p. of the XK120.

The wheelbase of the Type C is 8ft in-

stead of 8ft 6in, and a completely different construction of frame, together with other highly interesting points of design, has reduced the dry weight of the complete car to less than 19 cwt. Torsion bar suspension is used at the back as well as the front.

The considerably increased ratio of power to weight is giving the Type C an even more phenomenal acceleration than its ancestor, and the initial performance of the cars on the M.I.R.A. proving ground at Lindley was most encouraging. The design aims specifically at stability, cornering, acceleration and braking power consonant with the very high speeds obtainable, which one may expect to be somewhere about the 150 m.p.h. mark. Although a new design in outward appearance, the Type C closely resembles the XK120 and is easily recognizable.

The Type C was put in hand about eight months ago, and therefore there has not been too much time to bring the cars up to the pitch of their perfection. But everyone will wish them success in their maiden race.



The Mark VII clutch pedal now directly operates a hydraulic piston. Pressure is transferred to a clutch operating cylinder.

### HYDRAULIC CLUTCH OPERATION FOR THE MARK VII

**R**ECENTLY a modification has been incorporated in that fine saloon, the Jaguar Mark VII, which is powered with the famous XK engine. Mechanical connections between the pedal and the clutch have given place to Girling hydraulic operation. The purpose of this is to ensure that movement of the engine and gear box unit upon its flexible rubber

mounting cannot in any way interfere with the operation of the clutch control, so that in all circumstances clutch engagement is entirely smooth and absolutely under the control of the driver.

As will be seen from the accompanying illustration, the hydraulic operation is quite simple. The pedal mounting is as usual; the lower lever on the pedal is con-

nected to the piston of a small hydraulic master cylinder, which has its own reservoir carried on the scuttle. A flexible pressure pipe line runs from the master cylinder direct to an operating cylinder mounted on the side of the clutch pit, and this cylinder is coupled to the clutch operating lever. Relative movement between engine unit and frame does no more than flex the hydraulic pipeline, and does not affect the hydraulic operation in any way.

The Type C has lines that are becoming typical for cars of this nature: note the faired mirror and quick action wide-orifice filler cap.





Raising the dust on the desert road near Bagdad, three days after leaving England.

"I'll put a girdle round about the earth in forty minutes"—Puck, "*Midsummer Night's Dream*"



## Four-wheeled Puck

WHILE not able to beat Puck's estimated f.t.d. for the world trip, the Austin A.40 Sports journey round the earth is in the true puckish spirit—a midsummer prank with a load of publicity value. If all has gone well, the car, with its crew should, by now, have arrived at Prestwick and be on its way south to the starting point (on June 1) at London Airport, where it is assured of a warm welcome; at the same time its companion, the K.L.M. aircraft which acted as tender, will land on the Middlesex runways.

The photographs on this page give a colourful hint of the nature of such a journey, as well as the organization necessary to ensure that passage over the world's frontiers is straightforward. Master planner was burly Alan Hess, press relations officer of the Austin company, and one of the drivers of the A.40. The other drivers were Ralph Sleigh (Algiers—Cape record holder), George Coates (tester in the Austin Development Department) and Ronald Jeavons (Austin tester, and co-driver in the 10,000 miles in 10,000 minutes run in August, 1950).

Departure—spick and span—from the tarmac at London Airport, while The Flying Dutchman warms up in the background. Below: Picking its way through the varied Indian throng in Allahabad, while the life of the street market presses all round.







A fine selection of Bugatti cars took part in the first race, one of which was the winning Type 37 driven by J. H. Pratt. Right: Peter Collins driving the victorious Consul in the ten-lap handicap for saloon cars.

## SILVERSTONE SUNBATH

BUGS — JACS — AND A FREE-FOR-ALL

CLUB meetings at Silverstone take on quite a different tone from international events. In the first place there is no traffic problem, so one does not have to leave overnight to arrive in time for the midday start—that is, of course, provided that the starting point is not somewhere like Scotland.

The sun shone all day on Saturday last, and it seemed obvious that all over-shoes, top coats and sweaters would remain firmly in luggage lockers.

Whatever else may happen at a Bugatti owners' meeting, it will always start at the time specified on the programme—not later and not before. So at twelve-thirty the flag fell for the start of the first race, a five-lap handicap for Bugatti cars. There were eleven starters, which presented a comprehensive list of type numbers ranging from 23 to 57. J. C. Bain, driving a Type 23, took advantage of a 2 min 25 sec start and led for the first four laps, but J. H. Pratt, who started over half a minute later, was Bain's chief worry, and by the third lap he was hard on his tail. In the fourth lap Pratt passed Bain, and was now in the lead, which he held until the finish. The race was scheduled for five laps, but when the leader passed the line there was no chequered flag! That is not, perhaps, strictly true; there was such a flag and a gentleman to wave it, but for some reason he didn't get around to doing this until half-way through the sixth lap: Peculiar.

The main event of the day was a ninety-minute relay race for teams of three sports cars. This proved very popular and attracted a large entry of forty-five cars—although, of course, the maximum number of cars on the course at any time would be fifteen. From a Le Mans-type start the first man from each team drove for half an hour; at the end of this time he handed over to the second man, and so on. Also, very sportingly, if a car retired before the half-hour finish, the next member of the team could start as soon as the baton had been handed to him at the pits (it could be returned on foot if necessary).

The first-lap leader was R. Willis in a Frazer Nash-B.M.W. He drove well and made it all look very easy, both on the straight and round the bends. By the fifth lap he had about a third of a lap lead on the next man (J. W. Cox in

a Jaguar). R. Riley in a Healey was in third place, with the rest of the field stretching out behind. A little excitement was provided by J. Riseley-Pritchard, who spun his XK on Stowe in the second lap, but he drove back on to the course and pressed on into third place by lap nine, although not without the use of a lot of rubber if nostrils are to be trusted.

By the end of the first half-hour, Willis was leading the field, although not leading the race, as his team had only three credit laps compared with eleven for one of the slower teams. However, he had already lapped several of the slower cars so there was a fair chance of getting a place. But this was not to be; shortly after he had handed over to Mrs. Willis (who was driving the same car) a sticking throttle mechanism caused retirement.

Whereas some of the teams consisted of cars of widely differing performance, team four (Shipside, Dalton, Bemrose) had a nicely matched M.G. trio. This, coupled with six credit laps, put them in a stronger position than other teams with a wider variety of cars. Their standard of driving was good and number four proved to be the winning team, although had the race been a longer one a little more experience in pit control would have been advantageous. XK pilot Nancy Binns was really on form. As "third man" in team two she drove faster than most of the field to bring her team into third position. Altogether this was a very entertaining race, although with so many changes of cars and drivers perhaps just a little confusing.

Race three was a ten-lap handicap for

**PROVISIONAL RESULTS**  
Five-lap handicap for Bugatti cars: 1. Type 57, 1.406 (J. H. Pratt), 62.13 m.p.h.; 2. Type 23, 1.506 (J. C. Bain); 3. Type 35b, 2.561 s (E. G. Greenall).  
40-minute handicap relay race for teams of three sports cars: 1. M.G. TD 1.250 (T. R. Shipside), M.G. TC 1.250 (J. F. Dalton); M.G. TC 1.250 (W. A. Bemrose). Total of 50 laps, 85.7 m.p.h. (6 credit laps). 2. Alfa Romeo 2.560 (H. E. Rothli); Aston Martin 1.960 (R. Derby); H.R.G. 1.496 (R. Green). Total 49 laps (5 credit laps). 3. Riley-M.O. 1.089 (D. A. Toon); H.R.G. 1.074 (J. H. King); Jaguar XK120 3.442 (Mrs. Binns). Total 48 laps (8 credit laps).

Ten-lap handicap for four-seater saloons: 1. Ford Consul 1.506 (P. Collins), 57.75 m.p.h.; 2. Bugatti, Type 57, 3.256 (J. J. Virr); 3. Alford 3.622 (B. J. Smith).

Ten-lap scratch race for XK Jaguars: 1. J. Swift, 74.55 m.p.h.; 2. Mrs. Binns; 3. C. P. Hazlehurst.

Five-lap all-comers handicap: 1. Bugatti, Type 57, 3.550 (J. J. Virr); 64.07 m.p.h.; 2. Jovett Javelin 1.405 (W. G. Wright); 3. Alfa Romeo 2500 (J. I. Bremner).

four-seater saloon cars. S. M. Springer, driving an Austin A.40, led for the first three laps, but Peter Collins piloted his Consul extremely well and soon made up for Springer's twenty-second lead. From lap four Collins gradually increased his lead to finish almost three-quarters of a lap in front of Virr in a Bugatti, who had gradually moved up into second place.

Four o'clock saw the start of the ten-lap scratch race for XK Jaguars. The cars were on the line at least five minutes before time and there was talk of an early start—but no, the race was booked for four o'clock and it could not be started before. This was very fortunate for Taylor, who arrived only just on time. J. Swift took the lead from a good position in front of the row, and kept there for the rest of the race, gradually increasing his lead over Nancy Binns, who held second place, although not without lots of aqual on Stowe.

J. K. Hemsworth is a young man who should have quite a future handling cars; he drove very well and from a back row start worked his way up to fourth position by the end of the race. He would, perhaps, have been third had he not lost a little time correcting a slide at Stowe,

One member of the winning team in the ninety-minute relay race for sports cars was J. F. Dalton, shown here at the wheel of the ex-Phillips special Le Mans M.G.

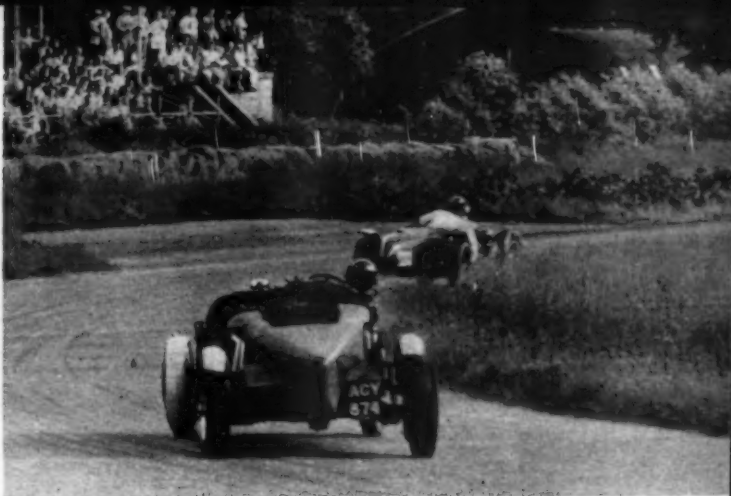




which had him a little bit worried. However, he has the makings of a good driver.

Here the programme should have ended, but to give full measure it was decided to have a five-lap race for all-comers; this attracted an entry of twenty cars. Everyone drove round quite well for the first three laps; then a 500 c.c. car suddenly came on the scene, did a lap, and then motored off again. Strange goings on. J. J. Vitt went into the lead in the fourth lap and finished first in front of Wright in a Jowett Javelin, who had been giving some demonstrations of rear-wheel lift, only the Javelin is a rear-wheel drive car—Wright realizes that now, too.

So ended another club Silverstone; a fine crowd, a fine meeting and a fine day.



This last-race picture of Margulies' Talbot chasing the winner, Hawthorn's Riley, into Goodwood's Woodcote Corner well illustrates the former car's degree of understeer; note the angle of the front wheels.



Guy Gale's 4-litre Darracq leading from J. H. Craig's XK120 Jaguar in the early stages of the unlimited Goodwood scratch race; later the positions were reversed.

## MEMBERS' DAY OUT

### B.A.R.C. GOODWOOD MEETING IN PERFECT WEATHER

CONDITIONS were ideal for the sports car meeting at Goodwood last Saturday, and quite a large crowd of people attended and "spectated" in absolutely perfect weather conditions. They saw some very good racing, with far less spectacular and wild driving than on the last occasion; indeed, on the whole the driving was of a very high standard, and no untoward incidents occurred. In all there were nine events, all over five laps; the first three were scratch races for cars of different capacities, the remainder being handicaps. The 1½-litre scratch race was a gift for Hawthorn's very fast Riley, Ruddock's H.R.G. just getting the better of Croysdill's Lamia (M.G. engine, Lancia Augusta chassis) for second place. The 3-litre event was a Frazer Nash benefit, Tony Crook winning easily from Peacock, with Jack Fairman (in a Mille

Miglia model among the Le Mans Replicas) in third position. J. H. Craig caused some surprise with his XK120 Jaguar by passing Guy Gale's Darracq to win the unlimited scratch event.

The first handicap, for M.G. cars only, provided an easy win for the limit man, W. P. Jones, in a J2 model. Cliff Davis, in the ex-Leonard supercharged N-type Magnette, came through the field from virtual scratch to second place. In the second handicap, J. B. Edwards scored a very narrow victory indeed from Annable's Allard; this was some reward for having been unable to start in his scratch race because he had removed the spare wheel. Spiller's Healey was third and the most extraordinary degree of understeer ever seen, fourth. Next came a victory for the green Treen Riley, which went well in the hands of C. Treen to score easily from Chevill's fast Alvis; a cluster of 4½-litre Bentleys ran in this race, that of S. J. Lawrence finishing third.

A similar runaway win was scored in the fourth handicap by veteran C. le S. Metcalfe in his Balilla Fiat; Quicke's TD M.G. lived up to its driver's name to finish second, and Davis, although unplaced, hurled the Magnette through the corners fast, if a trifle untidily, to make fastest lap at over 76 m.p.h. The next race brought out the Frazer Nashes again, but although Crook tried hard and put in a lap at 82.6 m.p.h. (fastest lap of the meeting, quite easily) he had to take second place behind Whincoop's 3.3-litre polished-aluminium Bugatti. Fairman's Nash blew up on the last lap with a most

expensive noise, pieces of crankcase—and contents—leaving the main body.

In the last race of the day, P. M. Wilks brought out the latest Marauder, which went silently and fast. But he could not save off Hawthorn's Riley, which—with the aid of a remarkable lap at 79.6 m.p.h.—won by 3.4 sec; the Talbot was third, the front tyres remaining on the rims with a visible effort, and Gilbert's H.R.G. (with "mock-Maserati" body) fourth.

This meeting was a pleasant and friendly affair, as is often the case with the less important fixtures, and the beautiful sunny conditions added to the general enjoyment. There were rather a lot of non-starters, but the Isle of Man race had partially accounted for that; for instance, Tony Rolt should have driven any or all of three cars (Nash Healey, Aston Martin and Delahaye), but they were all *hors de combat* through Manx misadventures. So he flag-marched instead. Two of the cars, however, Annable's Allard and Peacock's Frazer Nash, had finished in the Isle of Man, so it was possible for the double to be off all went well.

#### RESULTS

All runs over 15 miles (8 laps of 2.4-mile circuit)  
**Scratch Race—1,000 c.c. & 1,100 c.c. & 1,200 c.c. & 1,300 c.c. & 1,400 c.c. & 1,500 c.c. & 1,600 c.c. & 1,700 c.c. & 1,800 c.c. & 1,900 c.c. & 2,000 c.c. & 2,100 c.c. & 2,200 c.c. & 2,300 c.c. & 2,400 c.c. & 2,500 c.c. & 2,600 c.c. & 2,700 c.c. & 2,800 c.c. & 2,900 c.c. & 3,000 c.c. & 3,100 c.c. & 3,200 c.c. & 3,300 c.c. & 3,400 c.c. & 3,500 c.c. & 3,600 c.c. & 3,700 c.c. & 3,800 c.c. & 3,900 c.c. & 4,000 c.c. & 4,100 c.c. & 4,200 c.c. & 4,300 c.c. & 4,400 c.c. & 4,500 c.c. & 4,600 c.c. & 4,700 c.c. & 4,800 c.c. & 4,900 c.c. & 5,000 c.c. & 5,100 c.c. & 5,200 c.c. & 5,300 c.c. & 5,400 c.c. & 5,500 c.c. & 5,600 c.c. & 5,700 c.c. & 5,800 c.c. & 5,900 c.c. & 6,000 c.c. & 6,100 c.c. & 6,200 c.c. & 6,300 c.c. & 6,400 c.c. & 6,500 c.c. & 6,600 c.c. & 6,700 c.c. & 6,800 c.c. & 6,900 c.c. & 7,000 c.c. & 7,100 c.c. & 7,200 c.c. & 7,300 c.c. & 7,400 c.c. & 7,500 c.c. & 7,600 c.c. & 7,700 c.c. & 7,800 c.c. & 7,900 c.c. & 8,000 c.c. & 8,100 c.c. & 8,200 c.c. & 8,300 c.c. & 8,400 c.c. & 8,500 c.c. 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c.c. & 80,200 c.c. & 80,300 c.c. & 80,400 c.c. & 80,500 c.c. & 80,600 c.c. & 80,700 c.c. & 80,800 c.c. & 80,900 c.c. & 81,000 c.c. & 81,100 c.c. & 81,200 c.c. & 81,300 c.c. & 81,400 c.c. &**



The two Cadillac-Allards of Armstrong and Pollock (which finished second and first only 20 yards apart) on a corner with Barlow's Simca (1,500 c.c. winner) and Hill's 2.9-litre Alfa Romeo.

## Second Annual Pebble Beach 100-mile Race

**H**AD the second annual Pebble Beach, U.S.A., 100-mile race, on May 27, been for Grand Prix cars rather than for sports cars it would have been considered one of the world's finest, for it offered all that motor racing enthusiasts could ever expect in a single event.

This year's course was much improved over last year's; however, the newly surfaced section, with its one fast bend, still had some loose pebbles near the edges of the road when practice began and Don Parkinson (last year's runner-up) had the misfortune to get on to the pebbles at high speed and crashed, fortunately without even scratching himself. Quite undaunted, he arranged to take over a TD M.G. for the next day's racing.

Shortly after 12 noon on Sunday the cars were sent off in the first event—the 10-lap, 21-mile Del Monte Handicap—the time handicap being based upon the qualifying times of the day before. Phil Hill, not being certain that his ex-Mille Miglia 2.9 Alfa would last for the difficult 100-mile main event, went flat out in the hope of at least gaining an award in this shorter race—and did, indeed, come in victorious, second and third places going to Sterling Edwards (Edwards Special) and to Ritchie Ginther (V eight-60-engined TC Midget—sleeved-down 60 b.h.p. Ford unit).

Second event was the Cypress Point Handicap (six laps) for novice drivers and this was won handily by Dick Jackson in an XK 120, second being Dick Jones

in a V eight-60 engined TD, third Sam Weiss in a normal TD.

Most amazing feat of the day was accomplished between the first race and the main event by Johnny Von Neumann and a pit crew composed of his own men and those of a competitor, Bill Friedauer. These mechanics removed the engine and changed the damaged clutch in Von Neumann's TD in just over one hour, enabling him to enter the main event.

No fewer than 35 cars came up to the starting line for the 48-lap 100.8-mile Pebble Beach Cup Race. All cars, regardless of capacity, competed from scratch for the Cup and for victory in their class.

When the starting flag dropped the most spectacular getaway of all was made by Johnny Von Neumann from last position, for he picked up six places by the time he reached the actual starting line and moved up 17 on the first lap! The leaders on the first lap showed how the race was going to develop—first was Bill Pollock with his 6-litre Cadillac-Allard, followed closely by Jack Armstrong in a normal Cadillac-engined Allard. Third was Phil Hill in the blown 2.9 Alfa. Not far behind were Bill Breeze in a very fast XK Jaguar, Jim Kimberly's Ferrari, the Cannon Special, the Edwards Special and husband Roger's little blue Simca. These cars were drawing steadily away from the mass of M.G.s, Singers and Crosleys. On the fourth lap Sterling Edwards retired, as did Ritchie Ginther. Film star Jackie Cooper had told us that he did not expect

to win but would be in the race all the way and would finish about eighth with his XK, and by ten laps he had already reached this spot—driving very conservatively, but smoothly.

Some of the more enthusiastic but less skilled drivers were entertaining the crowds on the corners by hitting the hay bales and "spinning out" in their efforts to corner faster. The drivers of the faster cars were very steady. One downhill run, where the Allards and Jaguars were reaching 120-135 m.p.h. and the M.G.s about 90, was taking a terrific toll of brakes and more than a few drivers had to make use of the escape road. One was Bill Pollock, who lost the lead for several laps because of an unscheduled detour at this point. Halfway through the race Jim Kimberly got into a severe slide and was unable to correct before hitting the hay bales, which spun him across the road and into the opposite ditch where the Ferrari overturned, pinning the driver underneath. Fortunately, Kimberly was found to be in undamaged condition. A few laps later Phil Hill narrowly avoided disaster when his brakes failed.

Roger Barlow's Simca was performing like a miniature G.P. car and he was building up a lead of over a minute and



An exciting finish lifts the man with the flag right off the ground.

a half in his class when we signalled him to ease off.

At about the 40th lap Pollock again lost the lead when, owing to fading brakes, he had to use an escape road; again Jack Armstrong went into the lead. However, three laps later Pollock was once more in first position.

While safely in third position, with only about six laps remaining, Phil Hill's Alfa developed a serious oil leak, forcing him to make a pit stop for more oil and dropping him to fourth. On the last lap Pollock was seriously blocked by three slow cars and was almost caught on the last corner by Armstrong. Both Allards screamed down the finishing straight past the massed spectators at 110 m.p.h., with less than 20 yards separating them—and finished less than one second apart. Bill Breeze (XK 120 Jaguar) held third place and Phil Hill was fourth. Fifth was Barlow (Simca) and sixth Jackie Cooper in an XK 120.

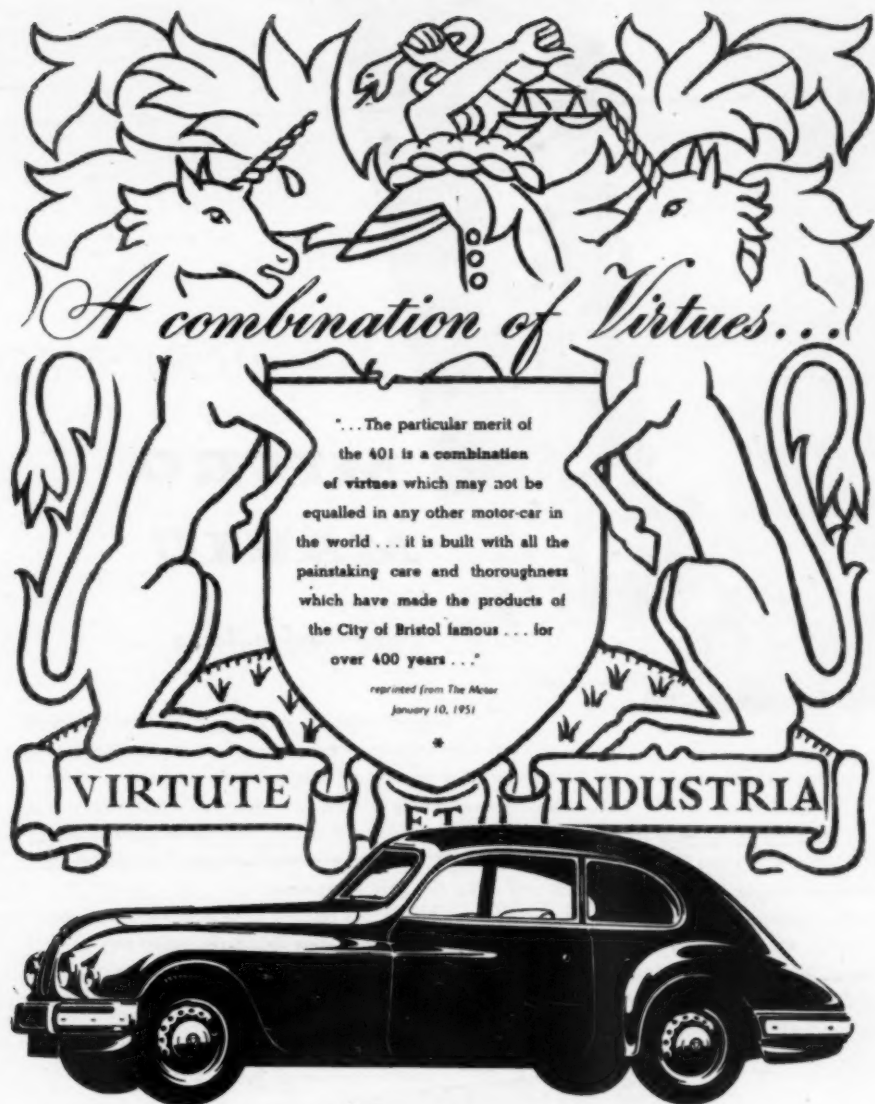
The 1,500 c.c. class was won by Barlow in the Simca, with Johnny Von Neumann second. Both these drivers finished well ahead of the supercharged M.G.s. Third in this class went to Don Parkinson in a TD M.G. There were no finishers in the 2- to 3-litre class.

The 750 c.c. class was won by Gene Devin in a Crosley, and the Sam Collier Memorial Trophy was awarded to popular Bill Breeze, of San Francisco.

LOUISE BARLOW.



Aided by having a V-eight engine under the bonnet, an M.G. nudges an Allard.



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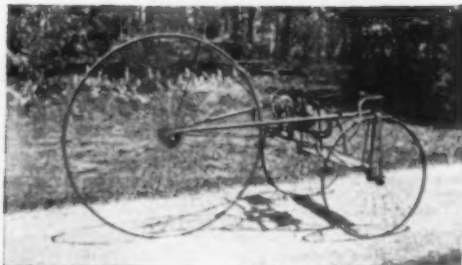




A fine stable of cars, described below by an American reader. The left-hand one should please critics who think modern coachwork is too bulbous.

## CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.



### CARLESS MOTORISTS

Plea for a Reasonably Priced Chassis

[63459].—The motoring outlook for the young Englishman at home today is indeed grim; the ever-increasing rise in prices, together with the export programme, effectively combine to make the once modest ambition of car ownership a mere dream, something now to be looked forward to, perhaps, in "saloon-type" middle age.

It should surely be possible for the larger manufacturers of the lower priced and popular cars (those who still adhere to separate frame and body construction) to offer complete chassis for sale, less all bodywork and interior fittings, at the reasonable sum of £150 or so, enabling the owner to build, or have built, his own body on to it, at low cost, whilst still possessing the performance and, more important, the reliability of a new car.

It is to be hoped that, as an unfinished product, the minimum purchase tax would be levied.

Kuwait, Persian Gulf.

DONALD C. HILTON.

### STABLE

An Interesting Collection in Boston, U.S.A.

[63460].—How many readers could identify the cars in the group picture taken at my home at Wellesley Hills, Massachusetts? Four out of five would be "passing"; five out of five almost unheard of.

The first in the line is the first light steam automobile built in America. Made and designed by George Long, of Northfield, Mass., in 1880, it was patented in 1882 (we have copies of patents) and appeared on the highway at various dates. The water tank, fuel tank and boiler are not in position. It has a water tube steam generator made to burn gasoline in a self-atomizer burner. The motor is a V two-cylinder double-acting steam engine and the drive is through friction to the outer rim of the large third wheel from the engine flywheel, with two ratios forward and two ratios backwards provided. Note the tie rod permitting steering from either seat and the hand brakes on the front wheels.

The Morris is a two-doored 1950 model which is giving excellent service and much enjoyment.

The third car is a 1928 Locomobile Sport which I purchased new and drove from the factory in Bridgeport, Connecticut, in March, 1928. It is maintained in perfect condition, has four-speed selective transmission (direct on high), is very quiet and very flexible, operating in high smoothly and

quietly at speeds as low as 5 or 6 m.p.h. In my opinion this car represents the quality zenith reached in the U.S.A.

Next is the Mark VI Bentley, right-hand drive, with a James Young interior. Conversion to new-type pistons, and so on, has just been completed in Montreal.

The Rolls-Royce is a Phantom III. The engine was shipped to the factory in England in 1949 and rebuilt. A new British body was installed this year, taken from the last of the P III models to come to U.S. The rest of the chassis has been maintained and kept in excellent order here, the last check-up having just been completed by Mr. Norman Miller of Rolls-Royce, Ltd., in Montreal.

I have driven several British cars, including the o.h.c. Twelve-cylinder Lagonda, examples of which I owned for several years, and I have the highest regard for the design, quality and workmanship of British cars. I believe the Phantom III represents the zenith of quality reached in British production. Properly maintained, this car is incomparable.

I would like to add that the policy of Rolls-Royce in sending Mr. Norman Miller to America is most wise, and Bentley owners, for the first time in years, have access to one who knows and who is interested in the proper operation of their cars.

Boston, 9, U.S.A.

ROBERT C. BACON.

### AT ONE END

Time to Throw Away the Propeller-shaft?

[63461].—Since several Continental designers of popular cars have shown and proved many years ago that it is now entirely unnecessary to generate power at one end of the car and solemnly to convey it down along a transmission line to the other end, delivering what is left to the wheels, I wonder why all our largest factories still do it?

Woldingham, Surrey.

EXPORTER.

### BY EAR

Can the 1946-1951 Cars be Recognized by Sound?

[63462].—In the '20s and '30s most car enthusiasts could "tell" the burble of a Morris-Cowley, the thrashing of a Ford, and the throb of a Bentley or 30-98 Vauxhall easily; put most cars of that era in third or second gear, and the game became easier still.

An American six- or eight-cylinder sounded quietly refined, with a hard, hissing note from the exhaust; the A.C. made a noise like a tram. The heavy Austin Twelve made curious



## CORRESPONDENCE

continued

ratling noises on third (after years of abuse) as if something between an anvil and some loose spanners might fall out. Daimler gears (before Wilson) had a pleasant, melodious note; likewise Humber. The Aston Martin, Alvis, Armstrong Siddeley, Bean, Eric-Campbell, Clynno, Singer, H.E. and the Ruston-Hornsby, all had their characteristic tones, with the 1923 Cowley's brakes shrieking defiance to all other road users. Even the Rover air-cooled eight and the G.N. made distinctive noises! What of today?

Perhaps the writer's cars are too old to pick up the quiet whisperings of today and decipher them. The Vanguard, Hillman, Morris Oxford, Austin A.40, all sound alike, whilst the indirect gears are equally silent and there's no clue there. I can detect a Fordson tractor, a Thames lorry on third, a Bedford and a diesel-engined Leyland lorry or bus. Further, the starter on a Standard Eight has a curious tinkling note, whilst the reverse gear of a modern Citroën has a most unusual tone. Tunbridge Wells. JOHN T. G. ROTH.

## SERVICE

One Who Has no Vintage Trouble

[63463].—Mr. M. M. Roberts [63412] speaks of the lack of service that he has received whilst running a pre-war car, and complains that he has received little and nearly always expensive attention.

I run an old 1933 Vauxhall Cadet, and do about 400 miles per week, without service difficulty. The fact that I can do this I must attribute largely to the garage that looks after it so well.

I think it is very wrong to generalize on garages, for I have found quite a number willing to take an interest in an old car, provided that it is not in a hopeless condition of delapidation. London, N.W.9. R. BOLTON.

## Running Cars on a Shoestring

[63464].—I am a regular reader of your journal and, being in the motor trade, enjoy your Correspondence columns. Believe me, some of your correspondents would change their attitude towards garages if they were interested in our side of the counter. Some requests we have made to us are amazing, and all information and advice should be free!

Our business is situated in a well-populated district most of whose motoring public run vehicles old in the teeth on limited incomes. We do our best to assist in the most economical way, but as we also have our bread and butter to buy we concentrate on commercial trading. May I say we are a very happy staff if seven and all have been connected with the business for over twenty years?

Congratulations to your journal.  
Willesden, London, N.W.10.

LESLIE H. HALL.

## TAXATION

"Soak the Motorist" Applies in the Irish Republic

[63465].—A letter in *The Autocar* [63418] tempts me to state the rates of tax and insurance in this country on a 25 c.c. bicycle engine. The tax is £3 per annum, a driving licence costs 10s, and the insurance premium demanded by one of the leading tariff companies was £2 5s p.a. to cover third party, fire and theft only. This works out at about £2 for third party only; on top of this we pay 3s per gallon for petrol.

The tax on my own TC M.G. is £18 per annum if paid annually, and £5 8s per quarter if paid that way. I have, of course, also to pay the heavy loading on my insurance policy that all the tariff companies seem to think necessary on sports cars.

We all seem to be in the same boat—if we can afford to run a car we are plutocrats, and are soaked for our sins! Dundrum, Co. Dublin. J. M. B. CROWLEY.

## ROADWORTHINESS

Broadminded Outlook of the Canadian West

[63466].—It is a few years since I wrote to *The Autocar* but as a Canadian, born and bred in Vancouver, I feel I have got to say something in answer to that letter from Mr. W. E. Gordon, of Gordon Bros., of this city [63326, March 2].

Since when have Canadians—except a few cranks—objected to newcomers criticizing what needs to be criticized here? I read the article on car testing and it expressed my own ideas perfectly. For Mr. Gordon's benefit I may say I do not even drive an English car, so cannot be accused of "outside" criticism.

The scheme is an obnoxious waste of money and time, and if Mr. Gordon really believes it is accepted by Vancouver

motorists, he should make his statement to a meeting of them and get enlightened.

I hope the letter has not given a wrong impression of the way we think here on the Pacific coast. Mr. Gordon "apologizes" for the article. I apologize for Mr. Gordon's letter, which was not only misleading but also in exceedingly bad taste.

Vancouver, B.C.

ART WALKER.

## APIARISTS' CORNER

Out of the Frying-pan?

[63467].—Your correspondent [63438] in attempting to solve our problem for us has surely raised another. He states that at the "instant" when the bee strikes the windscreen neither the bee nor the car is moving. However, as time itself is made up of a series of such instants it would appear that any form of motion, on the part of the bee or the car, is impossible at any time. Wallington, Surrey. R. J. SEABY.

## STREAMLINING

Who Will be the First?

[63468].—I have read your leading article of June 8 hopefully. I have been doodling streamlined cars for years. Will the Italians be the first with a really beautiful streamlined car with rear engine (flat opposed cylinders)?

Surely something like this will come one day?

Farnborough, Hampshire.

A. C. MAYWELL.

## What About the Underparts?

[63469].—John P. M. Reid's article on aerodynamics of motoring (June 8) is very interesting but, I fear, rather far ahead of present-day production. There are one or two points which have not been explained; one is the underneath of a car. I should hate to try to calculate the drag on most of the ironmongery that lives on the underside of present-day cars. This is somewhere that could be cleaned up with quite good results.

I do realize that a smooth under-surface might, at very high speeds on a streamlined design, produce some "lift" which would not help matters, but before that stage is reached a lot could be done.

Another place is under the bonnet. Air passing through the intake generally comes smack up against a flat bulkhead. Not only would drag be lessened, but also dissipation of heat would be improved if a more suitable outlet was arranged.

These two factors on a standard production car, plus an over-drive, would not come very far short of Mr. Reid's Model C car used for the test purposes. Carlisle. JOHN G. HALL.

## CYCLISTS

Summing Up the Arguments

[63470].—May I thank your correspondent [63418] for his kindness in conceding that a capability test for cyclists is feasible and possibly useful?

With his remarks that the country is already overtaxed I agree wholeheartedly, but surely Mr. P. J. Plater is aware that, *pro rata*, the motorist is taxed far more heavily than the average non-motoring citizen.

As the cyclists without doubt do use the roads why should they do so entirely without contribution towards the upkeep? If a tax on cyclists would reduce the taxes that motorists have to pay by as little as 1s per annum per motorist then it would serve a useful purpose and would, I feel sure, eventually lead to a greater "camaraderie" between cyclists and other road users.

I am fully aware of there being a small proportion of cycles fitted with miniature motors and of their owners having to pay tax. Surely the fact that the addition of a small motor entails this tax strengthens the case for a general tax on cycles rather than otherwise.

Surely, also, tolerance is, in the main, employed in overlooking faults, or what we consider faults, in other people. How can it be widely practised where lives are at stake?

Might I mention to Mr. J. R. Fellows [63417] that there are at present many thousands of people driving who have had exemption from a driving test under the R.T.A., 1947? I should also like to ask Mr. Fellows for proof that taxation, insurance, and passing an official driving test do not curb the recklessness of many motorists.

Confidence in one's own and one's fellows' driving capabilities can soon produce "good manners." Leeds, 7. L. TAYLOR.



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## CORRESPONDENCE

continued

## REVVING-UP

## Extra Air Valve to Stop the Engine

[63471].—Reverting to the recent correspondence on this subject, I should suggest that the best method of stopping an engine is to "kill" it by means of an extra air valve and to switch off at leisure. In this case the drawn-in air is not only cool, but also clean.

The initial speed should be sufficient to carry the engine over two or three complete revolutions after the air is admitted.

With a high-compression engine, this treatment has the further advantage of preventing running-on.

Unfortunately, a suitable contrivance seems to have disappeared from the market; it would surely have a healthy demand if its advantages were better appreciated.

Manchester, 20.

J. C.

## SIC TRANSIT

## Spectacular End of a PA Midget

[63472].—Do motorists believe in fairies? My PA M.G.—of seventeen summers—has developed a Jinx whose appearance at such awkward moments almost makes me superstitious.

To have the steering box, petrol pump and battery simultaneously expire was harrowing but not crucial. Nor, for that matter, were the snapped half-shaft, holed sump and burnt-out dynamo the following week. But alarm was really raised when, during an actual discussion of the Jinx whilst driving, both door locks failed and almost deposited us into the road. (The rev counter died that same evening.)

Feeling that the M.G. had shot its last bolt, I looked forward to an uneventful summer, but just a week ago the old car shattered the local peace by blowing up with a shower of pretty sparks and spectacular pyrotechnic display.

Forlornly it now stands, and I wonder whether cars have their ghosts, and whether it should be rebuilt or allowed its last rest.

Many thanks for years of good reading.

Wallasey, Cheshire.

A. A. MARTIN.

## OIL LEVELS

## That Comparative Innovation, the Dipstick

[63473].—Mr. R. Snuthers [63426] writes: "Give me the old-fashioned dipstick every time." I think that the dipstick is actually one of the most recent methods of determining the oil level in engines; taps in the sump, pointers working in an arc and the vertical rod, already written about, have all been used on cars of my acquaintance since 1914.

The correspondence reminds me of the Service driver in the war who went to the stores and asked for a longer dipstick as the one fitted to the vehicle in question would not reach the oil!

R. S. S.

Woodbridge, Suffolk.

## PRE-LUBRICATION

## Idea Spreads to South Africa

[63474].—It may be of interest to your readers to know that a pre-lubricating device is being produced in this country which can be fitted within an hour or so to almost any make of car. Briefly, it consists of a container shaped not unlike a Thermos flask, the bottom end of which is fitted with a non-return valve and union to the engine oil line.

When the engine is running oil is trapped under engine pressure in the container and can be released by operating a solenoid switch, thus forcing oil, under pressure, to big ends, journals, and all those parts that normally run "dry" for some while when an engine is first started after having stood for a long period.

Use of this pre-lubricator immediately before starting has, in addition, caused my own car to warm up much more smoothly on cold mornings.

T. C. EKIN.

Cape Town, S.A.

## INSURANCE

## Safeguards Applying in Motor Business

[63475].—I would like to make the following comments on Mr. R. E. Kilpatrick's letter [63409]. I agree that the three points raised by him have a considerable bearing on premiums, but there are many other factors to be considered in rating risks

and his inference is only partially correct as he does not deal with the subject in its entirety. All insurance men will agree that the question of expense ratio has a considerable bearing on rates. In recent years several non-tariff offices have decided to deal only through brokers and, in consequence, have been able to reduce their overhead expenses considerably, and this partly accounts for the variance which occurs in premiums.

I also can remember the failure of many companies before the war, but since the passing of the Insurance Companies Act, 1946, this situation should not arise, and I would further remind your correspondent that the Board of Trade have powers to inspect the working of companies should they have any fears on the grounds of solvency.

I still maintain that motorists are far better off in requesting brokers to handle their insurance affairs.

Watford, Hertfordshire.

R. A. RUSHTON, A.C.I.I.

## ECHO

## What Became of the Burney?

[63476].—In your issue of May 25, The Scribe wondered, in his Disconnected Jottings, what happened, amongst others, to the Burney Streamline car.

Sir Dennistoun Burney's former chief engineer, Mr. H. B. Ormerod, now to my knowledge residing in Blackburn, used the last of these cars at the end of the war, or possibly later. He may be able to give more information about its ultimate fate.

When Mr. Ormerod started to use the car in 1939 he had difficulties with the engine overheating. This was found to be caused by air locks in the water cooling system. The engine was mounted at the rear and the radiator at the front, and the water connecting pipes between these two units went from the top of the engine down to the chassis frame and up again to the top of the radiator. After air vents were inserted at the highest points of the system and drain plugs at the lowest points, the car gave satisfactory service and was, to my knowledge, kept on the road right through the war.

Peterborough, Northamptonshire.

H. A. TOFFLER.

## INTERNATIONAL TROPHY

## Farina's Effort in the Ulster Trophy Race

[63477].—In reply to Mr. F. E. Cowrick's letter [63436], I suggest he reads your wise, objective and sportsmanlike leading article, "Washed Out," of May 11, especially your last suggestion, which should have been carried out. The true functional and maximum test of the men and machines was at the recent Ulster Trophy race.

Farina in his Alfa, after leading for fourteen laps, virtually handicapped himself by 43 sec in refuelling; despite this, he overtook Parnell in a lap and a half and won by 72 sec ahead of Parnell.

As a true sportsman, Parnell admitted Farina's superiority in the Ulster Trophy sponsor's paper—*The News of the World* of June 3.

C. PINTO.

London, W.10.



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In the Highlands: Glen Finnan, the head of Loch Shiel and Prince Charlie's monument—a good caravan district.

## Caravan Topics

QUITE unintentionally, during my recent tour of the Scottish Highlands, I accomplished my record day's run with a caravan and at the same time broke my own speed record. We were camped on the banks of Loch Trool, near Newton Stewart, in the Lowlands, when we decided on the spur of the moment to move north, where the weather was more favourable. We left in a drizzle at 10.30 a.m., and the run to Girvan in mist and at times torrential rain was not in the least enjoyable. The coast road to Ayr was, however, some compensation, and here the rain ceased. At Ayr, where some festivity was on, we were greatly hindered by the traffic hold-up; the queue of vehicles of all kinds was beyond belief.

From Ayr we doubled across the midlands of Scotland to Stirling, having our lunch on the way in the caravan near Strathaven. At Stirling we did our shopping for the day. As my itinerary included a visit to the National Forestry camp at Glenmore, near Aviemore, I determined to make this the destination for the day if possible. At Auchterarder, where I stopped for petrol, they had had no rain at all.

We proceeded through Dunkeld, Pitlochry, Killiecrankie Pass, Blair Atholl

(tea stop here), Dalwhinnie, Kingussie, to Aviemore. Glenmore Forestry camp is five miles from here. Owing to the bad state of the approach road we camped on the open moorland at 9.30 p.m. and thankfully prepared our supper. Next morning I checked the mileage—251.4—which constituted the longest caravan run I had ever done in one day.

### Laundry

ONE little problem confronting the all-the-year-round caravanner is that of drying the washing during wet weather. I am assuming that a laundry is not available, as so often happens when one is not near a town. The washing part of it is not difficult, but when the atmosphere outside is as damp as the washing itself there is little chance of the latter drying in the open. Under these conditions the drying has to be done inside the caravan, and this is not strictly in accordance with the code of Good Caravanning, at least not by hanging it from wall to wall; nor is it in the best interests of the occupants or of the washing!

If your van has a toilet cupboard, however, the solution is easy. All one

has to do is to string the washing high up on several lines and then place a paraffin car heater underneath for a few hours, taking care to guard against any of the articles dropping down. Also, a couple of rods, or stretched curtain wire, over the gas hotplate, are most useful for drying and airing small articles of clothing, towels and handkerchiefs.

### Home-made Caravans

SINCE my last published notes I have been taken to task by a number of amateur builders over my expressed disapproval of home-made caravans. Some have kindly invited me to go along to inspect the results of their efforts, and I shall probably do so during the summer. That there are a number of satisfactory home-built vans I have no doubt, but I still stick to my guns and repeat that a caravan is not the sort of thing to be built nonchalantly by any Tom, Dick or Harry. In fact, I will go further and say that caravan construction, not to mention design, is a fine art, and I know that practised manufacturers, even, are still learning from hard experience, particularly when it comes to such things as weight distribution, weatherproofing, weight reduction, and insulation. I have always affirmed that caravan construction is a subtle combination of the finer shades of coachbuilding and cabinet making, plus, apart from other essentials, a knowledge of strains and stresses. How a satisfactory job can be made by an amateur who has no knowledge of carpentry or coachbuilding mystifies me, yet I have a letter from a chartered surveyor who claims just this, and states, "I would put my van alongside many professionally built ones with pleasure."

### Twice Blessed

TWO of everything is a good yardstick for the caravan designer, and one thing I demand in a caravan is two sinks (sounds a bit Irish), or, rather, one sink and one washbasin. Despite this, I would say that 80 per cent of the caravans made today have one sink only. To those fastidious persons who own such a van I would mention that the shortcoming can be got over by using two oval bowls of different colours (light papier-mâché are very suitable) that will fit inside the sink, each one being restricted entirely to its own particular use.

Most sinks fitted today are of the plastic variety. These generally are satisfactory and certainly save weight. However, they (or most of them) have one fault. If very hot water is used in them they warp. This can be avoided by using a second bowl, or a small sheet of rubber placed on the bottom of the sink will act as an insulator. Boiling water should never be poured directly into a plastic sink or irrevocable damage may result.

E. A. Sissons.

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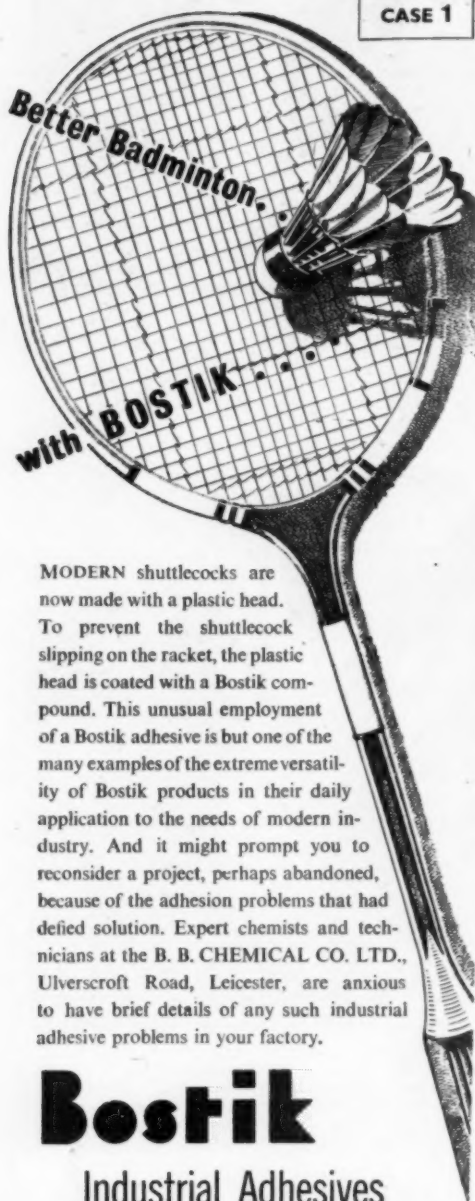
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## TREMENDOUS STRUGGLE IN PROSPECT FOR FAMOUS EVENT

## LES VINGT-QUATRE HEURES DU MANS

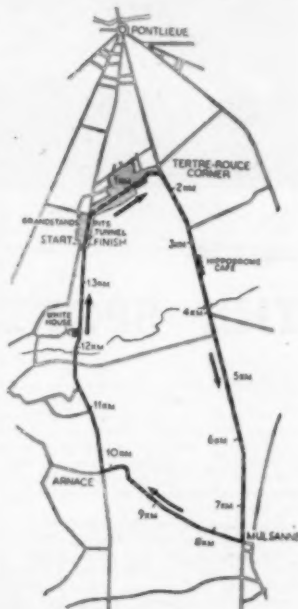
ONCE again, at 4 p.m. tomorrow, sixty of the world's finest sports cars will leave the starting line and rush off into the first lap of the most gruelling, the most famous and the most hotly-contested sports car race in the world—the Le Mans 24-hour Race. One thing is certain; speeds will be higher than ever this year, and all records are going to be broken, at least during the first half of the race. After that no one can say; it would not be the first time if most of the fast cars were eliminated by half distance.

A colossal four-country battle is going to take place between the Italian 4.1-litre Ferraris, the French 4½-litre Talbots, the American 5½-litre Cunninghams, the British 3½-litre Jaguars and the Anglo-American 5½-litre Cadillac-Allards. All of these cars will be attaining speeds approaching 150 m.p.h. down the long straight stretch to Mulsanne Corner, and

be a young Argentinian named Onofre Miramont, son of a well-known driver and a pupil of Fangio's.

Unfortunately Norman Culpan has had to scratch as a result of the crash in which his Frazer Nash suffered some damage in the Empire Trophy race last week; this is a pity, as he had a qualification for the Biennial Cup, which entails finishing the previous year's race at a certain average speed. But there are two more Frazer Nashes, of which that to be driven by Stoop and Wilson is qualified. The Jupiter to be driven by that sagacious-sounding pair, Wisdom and Wise, will be a modified version with a lighter chassis and rather more power, while among the reserves (some of which will undoubtedly come into the field) is a third Jupiter to be driven by Marcel Becquart and Gordon Wilkins of *The Autocar*.

The Aston Martin works team com-



Maurice Faulkner has a third car on the reserve list, and if this is allowed to start there will be a complete private owners team.

That is the race, which should be one of the best ever held and certainly one of the spectacles of the year; here are the entries, as known at the moment. And now for the starter's flag!

## ENTRIES.

**Aero-Minor:** J. Poch-Vasselle.  
**Allard:** S. H. Allard-T. L. Cole, A. P. Hitchings-P. Roco.  
**Aston Martin:** R. Parnell-D. Hampshire, G. Abecassis, B. N. Shaw-Taylor, L. Macklin-E. Thompson, P. Clark-J. Scott, N. H. Mann-M. Morris-Goodall.  
**Bentley:** H. S. F. Hay-T. G. Clarke.  
**Callista:** O. Scholmann.  
**Croley:** G. F. Schraft-P. H. Stiles.  
**Cunningham:** B. S. Cunningham-G. Hutton, P. Walters-J. Fitch, O. Rand-F. Wacker.  
**D.S.:** R. Bonnet-Bayot, Aunaud: Pons, L. Eggen-Besulieu.  
**Delettrez:** J. Delettrez-J. Delettrez.  
**Ferrari:** Sgarbi-Moran, Held-M. J. Mahé L. Chini-etti-Lucas, Peron-E. R. Hall, J. Glas.  
**Frazer Nash:** E. Winterbottom-R. J. J. Marshall, J. R. Stoop-P. Wilson.  
**Jaguar:** P. D. C. Walker-P. N. Whitehead, S. C. Moss-J. E. G. Palmer, L. O. Johnson-C. Biondetti, R. Lawrie-R. W. Parker.  
**Jowett Jupiter:** T. H. Wisdom-T. C. Wise, H. L. Hedley-C. Goodacre.  
**Lancia Aurelia:** G. Lurani-G. Bracco.  
**Monopole:** Hemard: de Montremy.  
**M.G.:** G. E. Phillips-A. C. Rippon.  
**Nash Healey:** A. P. R. Rolt: J. Duncan Hamilton.  
**Osmo:** Piotti.  
**Panhard:** R. Gaillard-P. Chancel.  
**Peroutch:** A. Feuillet-E. Mouché.  
**Renault:** Rosier Jr., Kistner, London-Brist, J. Leval, Smittheden, J. E. Vernet-Palford, L. V. Sandi-A. G. Claude, P. Clause.  
**Simca:** F. Gonzalez-O. Miramont, R. Manzoni-A. Simon, M. Trivintant-J. Behrs, J. Scaron-A. Gordini-Canon-A. Guillard.  
**Talbot:** L. Rosier-J. M. Fangio, A. Morel-A. Chaboud, P. Mayrat-O. Malresse, E. Chaboud-E. Vincent, P. Levegh-Marchand, H. Louveas.



One of the Aston Martins in the works' team for Le Mans with Reg Parnell, who is to drive it, and John Wyer, the manufacturer's competitions manager.

the stamina of the machines (especially in the braking department) will be very fully tested in consequence. The Ferraris are theoretically the fastest cars in the race, with an alleged power output of 236 b.h.p. and a dry weight of under 16 cwt; but sheer speed is not the answer at Le Mans, as has been proved again and again.

Very welcome is the courageous entry by Briggs Cunningham of his specially built cars, destined for limited production in the United States, which bring America back into this field of true sports cars for the first time since the days of Stutz and Duesenberg; rumour has it, however, that although undoubtedly powerful the cars have turned out rather heavier than had been hoped.

Most interesting is the disclosure that last year's winner, Louis Rosier, will this year be partnered by Argentinian ace Fangio at the wheel of his Talbot. Gonzalez will also drive, and his partner will

prizes three DB2 sports saloons, each with the 2.6-litre six-cylinder Vantage engine. As last year, the bonnets will have a matt finish and bright chromium parts will be painted over wherever glare might arise. The grilles, normally chromium plated, will be coloured to assist identification during the day, and identification at night will be by coloured lights. Incidentally, the modified frontal appearance has been introduced to cut down the use of scarce brass, nickel and chromium, but most people will agree it is an improvement. The Le Mans cars have a special radiator, part of which is adapted for oil cooling, and bonded bi-metal brake drums are again being used. The gear box is standard, but a special high gear axle of 3.27 to 1 is being used in the race.

In addition to the official works team there will be two other cars, one run by Peter Clark and J. Scott and the other by N. H. Mann and M. Morris-Goodall.





The two Cooper-M.G.s of Lionel Leonard and Jack Reece taking Onchan Corner during the Empire Trophy race in the Isle of Man. Aren't appearances deceptive? There used to be an Italian car of some kind which looked almost exactly like that first machine.

## THE SPORT

Conducted by S. C. H. DAVIS and  
J. A. COOPER, A.M.I. Mech.E., M.S.A.E.

THE Isle of Man meeting was as much fun as it always is; there is something in the atmosphere of Mona's Isle that is especially conducive to good motor racing. Much of it, of course, must be put down to tradition, and the long connection of the island with motor cycle racing; but I think it must be more than that alone.

The Manx Automobile Club had, of course, a scheme which unfortunately had to be shelved for this year—to run a sports car race round the full 37½-mile motor cycle T.T. circuit. This would be a wonderful proposition, and I hope that those responsible can get together with the B.R.D.C. and their sponsors so that the Empire Trophy, jointly organized, can be run next year, if not over the full course, at least over a large part of it. Certainly there seems to be a general feeling of welcome for the idea in the island, and this was voiced by no less a personage than the Governor himself, at the cocktail party given to the competitors by the Mayor of Douglas immediately after the prizegiving. Two things, however, are essential; one is plenty of prize money, not to mention starting money, to ensure a really good—and if possible international—entry; and the second is that the date must be arranged to be far enough away from that of Le Mans to enable entrants to take part in both.

If the race were staged in May, and run under regulations similar to those governing Le Mans, it would be a useful opportunity for those few people whose cars are ready so soon to try them out before Le Mans; otherwise it should be held later in the year, when it would afford those disappointed with the result of the French race a chance of turning the tables.

AN interesting sight of last week's Manx races was that of Geoff Duke, ace motor cyclist, acting as flag marshal near Cronk-ny-Mona to take a close look at this four-wheeled business. His comment to me afterwards was that it had been a long time to stand up, but worth it if only to see Moss taking the Frazer Nash through the tricky left- and right-hand bends at that spot. These two have much in common; each outstanding in his own sphere, they are both youthful (Duke, although five or six years older, looks almost younger than Stirling), serious, steady and thorough in their ap-

proach to the business of racing, and very light in their handling of their machines. By this last I mean the reverse of ham-handed (or lead-footed); for this reason they wear the machines out less frequently than do other contestants. In other words, they are both "naturals," born with the essential qualities.

A humorous incident during the Empire Trophy race concerned Lionel Leonard's "baby Ferrari," the Cooper-M.G. He came into the pits during the race with a fractured carburettor float chamber, and his mechanics, lacking the necessary spare, borrowed one from a spectator's M.G. in the grandstand car park. The owner not being in sight at the time, a note to the effect that the component had been removed was attached to the car's windscreen; the aforesaid mechanics returned with float chamber to the car after the race with some trepidation, but the enthusiastic M.G. owner was, fortunately, very nice about it all.

THOSE two Cooper-M.G.s went extremely well; remarkably so in the case of Leonard's car, which was really hardly finished and certainly looked barely complete. Leonard took it—first time out—round to the Cooper works to do some last-minute adjustments on his way up to Liverpool on the Monday before the race, and the senior partner in the firm (John's father, the enthusiastic Charlie), pausing only to throw a toothbrush in the car and tell his wife that he wouldn't be back for days, volunteered at a moment's notice to passenger the machine over to the Isle of Man.

This is known as "service after sales"; other manufacturers please copy. Doesn't that conjure up a lovely picture of what might happen in the works of some of our biggest producers of motor vehicles?

Rumour has it that several Cooper sports cars are in process of construction, to be fitted with Bristol engines. This will be very interesting indeed, as their power-weight ratio should be quite useful, to put it mildly.

IT is obvious as a result of last Sunday's Belgian G.P. that Alfa Romeo and Ferrari are at present very closely matched indeed. Although the best Ferrari practice lap, by Villorresi, was several seconds slower than that of Fangio's Alfa, yet it was within one second of Farina's best, and in the race

itself the Ferrari led for the first two laps. Moreover, only the one Alfa Romeo finished without trouble, as against the two Ferraris. It remains to be seen whether B.R.M. can produce anything to tackle either of these projectiles in the Grand Prix d'Europe at Rheims on July 1; but that race should be an Homeric struggle whether between two marques or three. Let up hope that it will be three.

TOMORROW there is a positive plethora of motoring events; not only Le Mans, on which the thoughts of most British enthusiasts will be focused fairly intently, but also Shelsley Walsh, Brands Hatch and the second Vintage Silverstone meeting. The Shelsley meeting includes a Jubilee parade of past star performers at the famous hill, which has had such a long and noble history and holds a unique position among events of its kind. Shelsley starts at 1.30 p.m., and is situated eight miles west of Worcester, just off the Tenbury road. Admission costs 7s 6d (transfer to enclosure 4s), and car park 5s.

The international meeting at Brands Hatch, starting at 2 p.m., has attracted a considerable entry of 57 cars, including the official Cooper team, the *Ecurie Richmond* Coopers, the J.B.S.s of Dryden, Parker and Westcott (to name but three), while from overseas come the Beels-J.A.P.s, an Elfth and a Swedish-entered Cooper. John Habin is returning to this form of racing with a new J.B.S.; Ken Gregory will be driving the new Kift (its first public appearance at Brands) and nearly every other known 500 seems to be represented in the list, together with some new ones.

Principal race in the Vintage meeting at Silverstone will be the 8-lap scratch race for the 1908 G.P. Italia Cup, for Vintage racing cars; also on the programme are

### COMING SHORTLY

- JUNE 23.—Midland A.C. International speed hill-climb, Shelsley Walsh, 1.30 p.m.
- 23.—Furness District M.C. Festival of Britain Rally, starting from Concle Inn, Rampside, Barrow, 10.30 p.m.
- 23.—Vintage S.C.C. Race meeting, Silverstone; first race 12.15 p.m.
- 23.—Half-litre Club. Race meeting, Brands Hatch; first race 2 p.m.
- 23.—M.G. Car Club (S.V.). Rally, Weston-super-Mare.
- 23-24.—Le Mans 24-hour race, France.
- 23-24.—Maidstone and Mid-Kent M.C. Margate Rally and Concours d'Elegance, starting from the Tudor House, Maidstone, 10 a.m.
- 23-24.—Leicester C.C. Bat-Bo Trophy Trial, starting from Batchelor Bowles Garage, 60, London Road, Leicester, 10.45 p.m.
- 24.—Hawick and Border C.C. Hill-climb, Hawick.
- 24.—Lancia M.C. Team trial, Chipping Camden.
- 24.—Rochdale and D.M.C. Night Trial.
- 24.—Sheffield and Hallamshire M.C. Team rally.
- 24.—West Sussex D.M.C. Driving test meeting.
- 24.—Vintage S.C.C. Silverstone rally, starting Buckingham, Oxford, Kettering and Birmingham.
- 24.—Alva O.C. First Thames Valley Rally, George Hotel, Dorchester-on-Thames, Oxon; luncheon served at 1 p.m.
- 29.—Rallye du Dauphiné, France.
- 30.—Scottish S.C.C. Be'ness speed hill-climb, 2.45 p.m.
- 30.—Midlands M.E.C. Race meeting, Silverstone, 1 p.m.
- 30.—W. Essex C.C. Race meeting, Boreham, 1 p.m.
- 30.—Ulster A.C. Race meeting, Newtownards.
- 30.—Witral 100 M.C. Speed trial, Rhyl, Merseyside.
- 30.—Yorkshire S.C.C. Trial, Yorkshire.
- 30.—Blackburn Welfare M.C. Race meeting for motor cycles and 200 c.c. racing cars, Brough Aerodrome, 1.30 p.m.
- 30.—B.A.R.C. Eastbourne Rally.
- JULY 1.—Grand Prix of Europe, Rheims.

## THE SPORT

continued

six scratch and handicap races and a 12-lap relay race. Admission is, of course, restricted to members of the club and their friends; the first event is at 12.15 p.m.

THE Goodwood sports car meetings are an excellent training ground for new drivers, and also provide the enthusiastic sports car owner with a chance of proving—or disproving—the extravagant claims he is wont to make in his local of an evening. One thing has struck me at recent meetings, however (and not only at Goodwood); the number of people who enter for a meeting when they have very little hope or intention of actually appearing there seems to be on the increase. I know only too well that sometimes it is impossible to avoid non-starting, and I don't mean failures caused by trouble with the car or illness; but there is more to it than that. It is not fair to the organizers, who are expecting you, to other competitors who may be done out of a drive because the entry list is full, or to your public (if any) who are paying their entrance money in the eager expectation of seeing you flash madly round

the circuit, and will be very disappointed if they don't.

I commend to organizers the principle of addressing a brief but firm warning to those who fail to turn up without giving an adequate reason for same, that the acceptance of their entries for future meetings may be jeopardized thereby.

THE Portuguese G.P., which this year was a sports car event run at Oporto, provided yet another victory for the *marque* Ferrari, these cars filling first and second places. The winner was a Portuguese driver, Casimiro Oliveira, while Vittorio Marzotto of Italy was second. Third came Pierre Meyrat of France in a 41-litre Talbot Lago; the only British competitor to finish was F. Mathiessen, driving a Frazer Nash, who came home in ninth position. The other three competitors from this country, Duncan Hamilton, T. H. Wisdom and George Wicken, all with XK120 Jaguars, were forced to retire, after 38, 22 and 19 laps respectively.

RESULT: *over distance* 117 miles 21 laps.  
1. Ferrari (C. Oliveira) 2h 49m 47s. 78.07 m.p.h.;  
2. Ferrari (V. Marzotto) 2h 49m 10s. 3. Talbot (P. Meyrat) 2h 50m 39s. Ninth Frazer Nash (F. Mathiessen) 43 laps.

J. A. C.

## CLUB NEWS

Vintage S.C.C. (Light Car Section). A rally in the Silverstone area will be held on June 24 for Edwardian and Vintage light cars. The morning's road section of fifty to sixty miles will have alternative starting points in the Buckingham, Oxford, Kettering and Birmingham areas, with the routes converging upon Sun Rising Hill, near Banbury; some simple driving tests will be organized during the afternoon. Entries to Mrs. A. Jeddere Fisher, Apsley Cottage, Kingston Blount, Oxfordshire.

East Anglian M.C. An interesting programme has been planned for competitors taking part in the *Champagne Rally*, which is being run by the club in conjunction with the French Rallye d'Evan; it will commence on Saturday, July 21. Visits to the champagne vaults at Rheims and the Burgundy vaults at Beaune will be included in the itinerary, together with a taste of *haute cuisine* at Henri Secret's hotel in St. Felix. A driving test will be held at Mégeve on Tuesday, July 24, for which five prizes will be presented in the Casino, and the next day competitors will proceed in convoy over the Evian route to Annemasse and back to Mégeve. The rally will finish at Annecy on Friday, July 27, after having led competitors over the hill-climbs used in the Evian event. This will, of course, supply prospective entrants in the latter rally with excellent practice. Entry fee for the *Champagne Rally* is one guinea; enquiries to R. K. N. Clarkston, The Chase, Hatfield, Essex.

North-West London M.C. A. G. Imhof is one of the chief "brains" behind the organization of the London-to-London Rally, which will be run on September 14-15. The route will start in North London and will be about 500 miles long, including a number of special tests during the road section, and several map reading sections; it will extend as far as Wales. There will be classes for standard and special cars, a novice's award and prizes for the best test and lady driver. Clerk of the course will be A. G. Imhof, and Mrs. Nina Imhof will be the clerk's secretary; all enquiries should be addressed to her at Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey.

Veteran C.C. The Shuttleworth Memorial trophy and replica was awarded to F. S. Rowden, who put up the best performance with his 1898 Stax in the Rally and Speed Trials held on May 20. F.T.d. in the veteran class was made by a 1904 Darracq, driven by R. D. Gregory, and in the Edwardian class by S. E. Sears, driving a 1914 Sunbeam. A fine entry was received for the Festival Run from London to Windsor on

Run from London to Windsor on Sunday, June 3.

The cars were sent off from Hyde Park in pairs starting at 8 a.m., with the oldest cars leading the procession. Remarkably little trouble was experienced on the road, and more than a hundred cars arrived at the Home Park, Windsor, where the officers of the club were entertained at the Guildhall by the Mayor, aldermen and councillors.

Bristol M.C. and L.C.C. The driving tests and gymkhana held at Grove End Farm, Alveston, on June 2 had an entry of fifty-five cars. Results of the tests are as follows: *Blindfold driving*: M.G. (W. Jones). *Garage test*: M.G. (A. W. Morris). *Width judging*: M.G. (C. B. Young). *Drunkards' Dilemma*: Frazer Nash (R. W. Ashley). *Timed blind*: Frazer Nash (R. W. Ashley).

The next event will be the Festival Rally and Reliability Trial for Veteran and Edwardian cars on July 14, the route for which will take competitors from Bristol to Weston-super-Mare and back to Bristol again for the finish. Entries to Mrs. J. Hammond, 19, Picton Street, Bristol, 6.

West Essex C.C. The results of the Southend Rally, run on June 1, 2, 3, are as follows: *Best performance of the day*: M.G. (H. J. Bone). *Runner-up*: M.G. (H. W. Dalling, Essex Police). *Best performance, open car*: H. J. Bone; *closed car*: Riley (J. V. Lewis). *Team award*: Fiat (A. C. Westwood), H.R.G. (A. Gordon), M.G. (H. J. Bone).

Raymond Way, with his 1938 Rolls-Royce, gained the premier award in the *concours d'élegance*.

Cheltenham M.C. The accent was on economy in the Gossowald Car Rally on June 6, which was run under a formula governed by m.p.g. in relation to passenger space. Results are as follows: *Four-seater cars*: £200 pre-war, £450 post-war: Renault (J. P. Higgins). *£201 to £400 pre-war*, £451 to £900 post-war: Jowett Javelin (J. Cheaters). *Two-seater cars, any capacity or price*: Austin (F. M. Harris).

The Third Annual Cheltenham Rally, to be run on August 24-25, will be organized on a similar "economy" basis.

Alvis O.C. (South-Eastern). Those wishing to compete in the club's first Thames Valley Rally, which will start with luncheon at the George Hotel, Dorchester-on-Thames, at 1 p.m. on Sunday, June 24, should contact E. E. Turner, 3, Garwick Road, London, S.W.18. During the afternoon special tests will be arranged on a local airfield.

Leicestershire C.C. Regulations have now been published for the Bat-Bo Trophy Trial

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## AN APPRECIATION

Having in mind recent outstanding Frazer-Nash achievements in International events, and the many successes gained in club members' meetings by privately-owned and driven Frazer-Nash cars competing against production models of other makes (including establishing sports car records, irrespective of capacity, for the Castle Combe, Goodwood and Silverstone circuits), the present seems an appropriate moment

to congratulate our owners in whose hands rests the reputation of the Frazer-Nash:

to acknowledge the enthusiasm and keen interest of our works personnel, and

to convey our appreciation of the co-operation extended to us by the Bristol Aeroplane Company who build the special Frazer-Nash version of the Bristol engine—in itself, greatly contributing to the ever-increasing Frazer-Nash reputation for one hundred per cent. reliability and exceptional performance.

**FRAZER-NASH CARS**  
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## CLUB NEWS

—a closed main road night event—to be run on Saturday and Sunday, June 23-24, catering especially for the ordinary club member. The start will be from Batchelor Bowles Garage, 60, London Road, Leicester, at 10.45 p.m., and there will be a break during the night—at approximately 1 a.m.—for a snack supper; breakfast will be "laid on" at the finish, at Cromer. The course will be about 170 miles long.

All enquiries to K. M. Towle, 136, Wharf Street, Leicester.

**North Midland M.C.** The first Midsummer Road and Test Trial, which is to be run as an annual event, had an entry of twenty-three cars on June 10, starting from the Norton Hotel, Meadowhead, Sheffield, on the 46-mile road section to the Crown Hotel, Bawtry, where tea and sand-

wiches were "on the club." Competitors then drove to Bircotes Aerodrome, where driving tests were organized. P. H. Dickenson (M.G.) was awarded the Bircotes Trophy for best performance; first in the open car class was a Morris Minor, driven by W. D. Binns; a Ford Prefect, driven by J. W. Fleetwood, won the class for closed cars.

**Tenby M.C.** Results of the Festival of Britain Road Rally, held on June 10, were as follows: **Best performance** (The Lt.-Col. and Mrs. P. R. Howells challenge cup): Morgan (T. J. Jones), 13 marks lost. **Best sports car or motor cycle performance**: B.S.A. (P. Darch), 17. **Best production car performance**: Ford Consul (W. Lloyd Edwards and I. Hughes), 18. **Best lady navigators**: Mrs. I. Hughes (production cars) and Miss M. Greenor (sports cars).

**Mr. Frank H. Bale, O.B.E., M.I.Mech.E.**, will become managing director of Premier Motor Policies, Ltd., on July 1. Mr. R. E. Bilcliffe will, at the same time, become manager of the company.

**Mr. R. B. Sawrey-Cookson** has been appointed public relations officer of the British Road Federation, Ltd., following the relinquishment of the post by Mr. Ronald Syme, who is going abroad.

The 1951-52 edition of the R.A.C. *Motorists' Guide to London* is now available and provides all the information which visitors may reasonably require. It is available to both members and non-members, and is free.

London Festival visitors to the South Bank Site are finding the car park map folder produced by the Regent Oil Co., Ltd. and National Car Parks, Ltd. a useful means of finding their whereabouts easily. The leaflet is issued free to all those using the National Car Parks connected with the Festival.

The following is a revised list of Standard and Triumph service weeks arranged for the remainder of the year: **Provincial areas.** Week commencing June 25, Rossleigh, Ltd., Allan Park, Stirling; July 2, Rossleigh, Ltd., Yeaman Shore, Dundee; July 9, Dunn's Garages (Sunderland), Ltd., Wheatheaf Corner Sunderland; August 27, James Ferries and Co., Ltd., The Motor House, 84-86, Eastgate, Inverness; September 3, Arthur Charles, Ltd., Wyle Cop, Shrewsbury; September 10, Middlewich Motors, Chester Road Garage, Middlewich; September 17, Norton's (Cardiff), Ltd., Penarth Road, Cardiff; September 24, F. Mitchell (Not-

## IN BRIEF

tingham), Ltd., Derby Road, Nottingham; October 1, Haines and Strange, High Street, Cheltenham; October 8, P. W. Barker, Ltd., 82-84, Lowesmoor, Worcester; November 5, Ernest W. Hatfield, Ltd., 147-151, Norfolk Street, Sheffield, 1.

**London area.** Week commencing June 25, Julian's of Reading, Ltd., 27, King's Road, Reading; September 3, Steele Griffiths and Co., Ltd., 295, Camberwell New Road, London, S.E.5; September 10, H. R. Moore, Ltd., Standard House, Northgate End, Bishop's Stortford; September 17, Chamberlin and Sons, 13 and 15, Buckingham Street, Aylesbury; September 24, Station Garages (Amersham and Chalfont), Ltd., Amersham; October 1, Eastern Automobiles, Ltd., 1163-7, London Road, Leigh-on-Sea; October 8, Ware's Motors, Ltd., Broad Street, Bath; November 5, Lankester Engineering Co., Ltd., 39-43, Eden Street, Kingston-on-Thames; November 12, Halls (Finchley), Ltd., Odeon Parade, High Road, London, N.12; November 19, Broadfields Garage and Engineering Co., Ltd., Standard House, Cockfosters.

A new branch of the Motor and Cycle Trades Benevolent Association has been started for the area of Berkshire, Oxon and south Buckinghamshire, with Mr. F. G. Jarvis (G. Jarvis and Son, Ltd., Reading) as chairman. This is an important area, containing the Nuffield headquarters.

The Castrol company now have a library of more than a quarter of a million lubrication charts, covering 900 models from the 1928 Austin Seven to the current productions. Any motorist may obtain a free chart by writing to C. C. Wakefield and Co., Ltd., 46, Grosvenor Street, London, W.1, stating the make, model and year of his car.

## INFORMATION SOUGHT

No. 15910. 1936 Alvis Silver Eagle  
"L.F."—All possible data and a handbook.  
No. 15911. 1931 M-type M.G. Midget  
"J.E.R."—All possible information and a handbook.  
No. 15912. 1933 Lanchester Ten  
"F.W.B."—General information and a handbook.  
No. 15913. 1928 Salmoen  
"H.O.R."—All possible details and experiences; also a handbook for the twin carburettor model.  
No. 15914. Steam Cars  
"H.R.S."—All possible information.  
No. 15915. Ford and Willys Jeeps  
"L.L.J.H."—All possible information and handbook.

No. 15916. Handbooks Required  
"G.H.P."—1930 10 h.p. Swift.  
"W.E.A."—1936 Triumph Vitesse.  
"G.O.W."—1936 Rover Sixteen.  
"L."—1936 11.9 h.p. Hummer.  
"H.S."—1932 Standard Little Nine workshop manual and wiring diagram.  
"R.H."—1932 v.v. Morris Minor.  
"B.W.B."—1937 Triumph Vitesse.  
"M.A.S."—1935 16 h.p. S.S.I.  
"N.P.W."—Latest model Invicta Black Prince.  
"V.M.C."—1939 Triumph Dolomite.  
"W.S.D."—1936 B.S.A. Scout.  
"W.H.W."—1936 Austin Ten.

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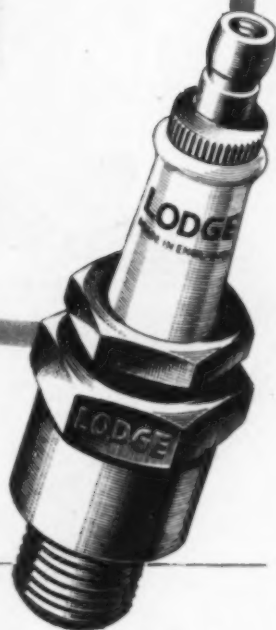
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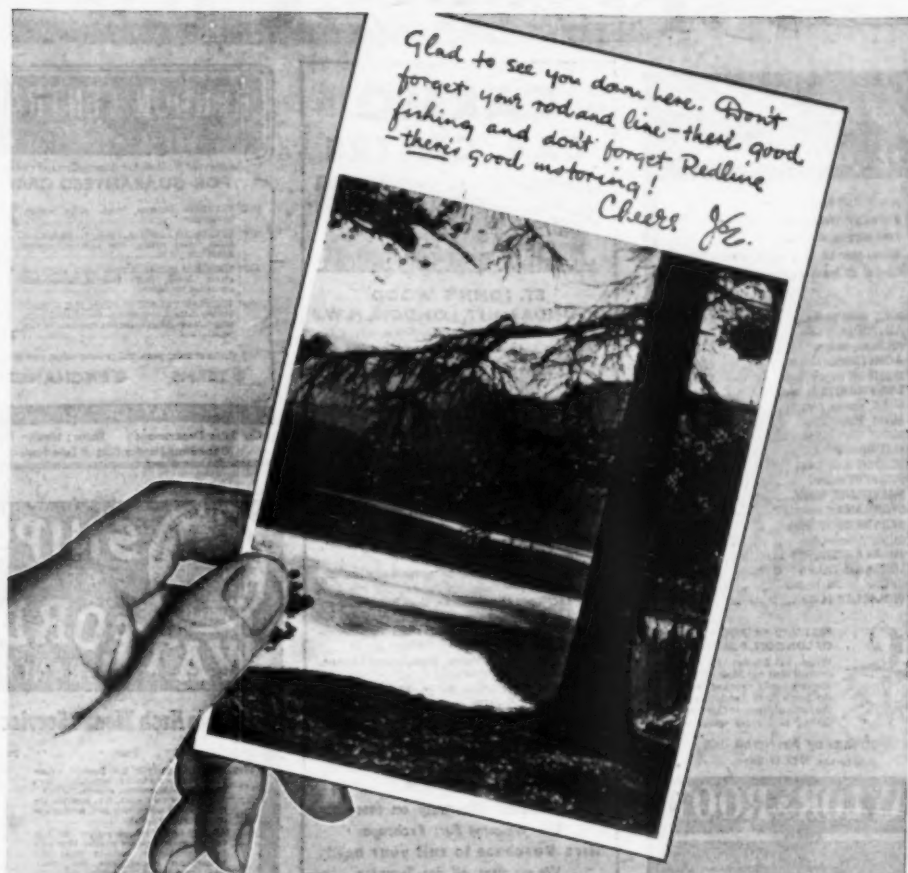
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50 ANGLIA, beige.....	£745
49 ARMSTRONG Lancaster.....	£1,495
48 HUMBER Super Supe.....	£1,145
48 LEA FRANCIS 14 sports.....	£1,045
47 MINX, smoke grey.....	£705
49 MINX, Phase III.....	£995
48 M.O. "TC," black.....	£775
47 M.O. Special "TC".....	£885
46 MORRIS 8 de Luxe.....	£395
46 PERFECT saloon.....	£735
50 SHEERLINE, black.....	£2,355
47 STANDARD 9 coupe.....	£595
47 STANDARD 14, grey.....	£795
48 SINGER Super 10.....	£795
47 SUNBEAM-TALBOT 10.....	£925
50 SUNBEAM-TALBOT 20.....	£1,375
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- 1950 WOLSELEY 4/50, ivory, brown leather, heater, 11,000 miles.
- 1950 MORRIS Minor saloon, green/beige leather, 4,500 miles.
- 1950 MORRIS Minor tourer, black/beige leather, 13,000 miles.
- 1949 STANDARD Vanguard, silver polychromatic/red leather, 15,000 miles.
- 1949 VAUXHALL Velox, black/brown leather, heater, 14,000 miles.
- 1949 HILLMAN Minx, Ph. III, blue/blue interior, H.M.V. radio, heater, 10,000 miles.
- 1949 FORD Prefect, black/green leather, 12,000 miles.
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1950	AUSTIN A40 Dorew saloon, 10 h.p. O.H.V. engine, colour powder blue with beige upholstery, built-in radio and heater. An immaculate, one owner, good tyres, in A.I. mechanical condition. A fine example of this popular 10 h.p. car.....	£925
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1938 <b>STANDARD</b> 12 saloon de luxe.....	£450
1938 <b>HUMBER</b> Snipe Imperial saloon de luxe .....	£460
1947 <b>FORD</b> Anglia 8 h.p. saloon.....	£355
1938 <b>AUSTIN</b> 10 saloon.....	£425
1936 <b>FORD</b> 8 saloon.....	£345
1939 <b>HOVER</b> 12 saloon de luxe.....	£695
1939 <b>FORD</b> Pre-est saloon de luxe.....	£475
1939 <b>STANDARD</b> 8 h.p. saloon de luxe.....	£395
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1939 S.S.A. Ford 10 h.p. 2-seater	£355
1938 AUSTIN 14 Bluebonnet, specimen car	£375
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1946 HILLMAN Minx saloon	£730
1939 MORRIS 12 saloon, black	£730
1940 STANDARD 12 saloon	£585
1938 WOLSELEY 10 h.p. saloon, blue	£550

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1947 AUSTIN 8 Saloon, Record eng.	£655
1947 AUSTIN 16 Saloon, Ex. cond.	£825
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1948 FORD Prefect Saloon, V. good cond.	£750
1948 RILEY 11-litre Saloon, 14,000 miles only	£1,380
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1949 AUSTIN A 40 Saloon, Speedo, reading 12,000	£1,000
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1949 MORRIS Minor Saloon, 8,000 miles	£680
1949 MORRIS Oxford Saloon, Mod. mileage	£1,135
1949 STANDARD Vanguard Saloon, Radio, Mod. mileage	£1,210
1949 STANDARD Vanguard Saloon, 16,000 m. Ex. cond.	£1,195
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1950 SUN/TALBOT "90" Coupe  
1950 WOLSELEY 6.80 Saloon  
1949 ARMSTRONG Lancaster Saloon  
1949 AUSTIN A.70 Saloon  
1949 HILLMAN Minx Saloon  
1949 HUMBER S.Snipe Saloon  
1949 JAGUAR 3½ Saloon

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1949 MORRIS Oxford Saloon  
1949 MORRIS 8 Tourer  
1949 SINGER S.M. 1500 Saloon  
1949 SUN/TALBOT "90" Saloon  
1949 TRIUMPH "2000" Roadster  
1949 VAUXHALL Velox Saloon  
1949 VAUXHALL Wyvern Saloon  
1949 WOLSELEY 4.50 Saloon  
1948 ALLARD 30 Coupe  
1948 AUSTIN A.40 Saloon  
1948 FORD Pilot Saloon  
1948 RILEY 1½ Saloon  
1948 ROVER "75" Saloon  
1947 HUDSON Commodore Saloon  
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### USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

#### IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

**A.C. & T. Tabor, Ltd., Welwyn 481.** offer with three months' guarantee.

**1949** A.C. 15 (Nov.), immaculately finished grey with grey leather upholstery, speedometer reading 11,000 miles, one owner, in excellent mechanical order. £1,250. (1950)

**1937** A.C. 16 Greyhound drop head coupe, guaranteed 24,000 miles, payment, Oldfield & Russell, 40, Mews, Kensington, Park 7790. (1949)

**1938** A.C. 16-70 drop head, black with red upholstery, as new tyres all round, offers—Lensa Garage, Lower Basildon, Berks. Tel. Upper Basildon 207. (1950)

**£280** A.C. 15.7 (Nov.), 1936 Aero saloon, tele-controls, in-built jacking, Fran. 5 good tyres, battery, smooth, fast, appointments, Kent, 2841 Sussex, Maidstone 4136—Bos 2535. (1950)

**245** saloon, black, sliding head, red leather; terms, exchanges; list: open 2-7 week-days and Saturdays—Howland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1951)

**£495**—A.C.—a good example of a very fine and rather scarce sports car—A.C. 16 80 4-seater sportsman's roadster, with low sleek lines which denote the true thoroughbred, equipped with high compression 3-carburettor engine, close ratio remote control, 4-speed rear box, fold flat windscreen, large type instruments with 6in rev counter, 50-off hand brake, quick action filler caps, stonegraders, Runabout oil coil, Hartford & As. Bosch sparkplugs and special search-beam, spot mounted driver's side of screen, dual horns—in fact everything that an associate with this type of car—in say that the mechanical condition is outstanding is an understatement—the performance alone is worth the money, tyre and full all-weather equipment in excellent order; see it and try it at.

**CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds.** Tel. 2041 (5 lines). Write for post free catalogue; nearly 400 cars ready for inspection and purchase; free purchase, part exchange; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 6 p.m. from Monday to Saturday. (1949)

**A.C. Cars Wanted** CASH immediately for good A.C.—H. F. Edwards 154, St. Nicholas St. W. 1. Langham 0012. (1946)

**COMPETITION A.C. 16 80 or 80, condition good.** Doland, Bourneham 3564 between 9 a.m. and 6 p.m. (1947)

**A.S. Spares and Service** CENTRAL MOTORS (BURNLEY), Ltd., A.C. Distributors—Sales and service; comprehensive stock of spares—Tel. 3569. (1948)

**ALFA-ROMEO** BARTLETT—Alfa-Romeo, finest selection available—270, Pembroke Villa, W. 11. (1950)

**ALFA-ROMEO 1750** supercharged sports 4-seater, ex-George, record holder, 2400, 1000, 1000, 1000, clutch and gear box recommissioned, new hood, side-screens and tyres, finished Alfa red, an attractive car with an outstanding performance—4495—V. W. Derrington, 150, London Rd., Kingston-on-Thames, Tel. 5621-2. (1947)

**Alfa-Romeo Cars Wanted** BARTLETT—Alfa-Romeo 2.9 2-seater wanted—270, Pembroke Villa, W. 11. (1951)

**ROWLAND SMITH'S, the Alfa-Romeo buyers**—Hampstead Rd. St. (Hampstead Tube), Ham. 6041. (1950)

**CHRISTOPHER MOTORS, Ltd., 104-112, Bristol, Fulham Rd., Kensington, S.W.3.** are keen buyers of late models. Frisman 0055. (1951)

**Alfa-Romeo Spares and Service** THOMSON & TAYLOR (BROOKLANDS), Ltd.—Spares and service for Alfa-Romeo cars—Brooklands, Weybridge, Surrey 520. (1951)

**BEVERLEY MOTORS (proprietor N. H. Mann)**—Coombe Rd., St. Albans, Surrey, are now producing special brochures on Alfa-Romeo chassis to customers requirements, examples will be found in our showrooms—Tel. Maidenhead 4405. (1951)

**ALLARD** BARTLETT—Allard 1950, low mileage standard saloon—270, Pembroke Villa, W. 11. (1951)

**ALLARD 4-seater tourist, 1946, black with brown hide upholstery, in really immaculate condition.** 2795, Bristol, ST. BIRMINGHAM 5, Mid. 5861. (1951)

#### DICKS CAR SALES offer:—

**1947** (Sept.) Allard sports 2-seater, very fast and attractive. (1949)

**DICKS CAR SALES, Ltd., 505-501, High Rd., Epsom, Surrey, M25 6AB.** (1949)

**POTTER, RICHARDS & CARR, offer:—** (1949)

**2-seater, fixed head coupe; £875.** (1949)

**1947** Competition 2-seater Standard body and wings, cellulosed metallic red, new tyres, Mercury engine, Scintilla special instruments, 3.5 engine, perfect condition throughout. £725. (1949)

**56A** Prince Gate Mews, Exhibition Rd., London, W. 11. (1949)

**ALLARD saloon, black, red leather, 4,000 miles, spotless throughout; £1,050—6, Portobello Mews, W. 11. (1949)**

**1950** Allard saloon, black, 5,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C. 2, 5568. (1951)

**16000** Allard 2-seater, 4-seater—Ernest Sutton, Cleve Hill 55 (Cheltenham). (1949)

**1948** Allard 2-seater Roadster, silver grey, fixed extra, high compression heads, 12,000 miles. £750—Gardner 488 (Liverpool). (1950)

**725** racing green, leather upholstery, excellent condition, open 2-7 week-days and Saturdays—Howland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1951)

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#### BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage except in the case of advertisements for 1950 cars and current models in which the name and address or name and telephone number must be included. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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#### 1950

Allard saloon, 9,000 miles, immaculate condition; £1,350—Sidney Marcus, Ltd. 19, Bloomsbury Way, London, W.C. 1. (1950)

**1950** (May) Allard saloon, black, 9,000 miles; £1,350—Carl, Garage, 47, (1951)

**£777**—1948 Allard sports 2-seater, maintained beautifully by previous owner, many extras, including wireless, heater, clock; no expense was spared to keep this vehicle in 100% condition, 2 months' guarantee, first purchase, exchanges, LAMB'S of Wood Green, Finchley Showrooms, 121, Finch Rd., Finchley, N. 10. 5271. (1949)

**1949** (Apr.) Allard factory made drop head, 100% some cage, mileage recorded only 10,000 and this car is guaranteed 100% indistinguishable from brand new, cost £1,276 before D.P.P.; accept £1,000; exchanges, 11958, Waterloo Rd., W. 11. (1950)

**1948** (September) Allard 4-door 4-seater saloon, new engine fitted with super-charged body by Riverside, is registered as a coach-built saloon at £10 rate, 4700, exchanges, hire purchase, etc.—B. & H. Motors, 1460-6, High Rd., Wileton, London, N. 20. Millside 5671-2. (1951)

**Allard Cars Wanted** BARTLETT the Allard buyers, 270, Pembroke Villa, W. 11. (1951)

**POTTER, RICHARDS & CARR**—Best Buyers of Allards—See, Prince Gate Mews, Exhibition Rd., London, S.W. 1, Kensington 0955. (1950)

**Allard Spares and Service** ALLARD MOTORS, Ltd., for all Allard spares—W. 11. (1951)

**ALLARD MOTOR CO., Ltd., Service Dept., St. Upper Richmond Rd., London, S.W. 15. Tel. Vandyke 2553.** (1951)

**BRISTOL STREET MOTORS, Ltd., 164-168, Bristol** (1951)

**ALVIS** Brooklands for individuality (1951)

**ALVIS** distributors, new 3-litre models for demonstration (1951)

**1949** Alvis 14hp saloon, green, small mileage, approved by makers. (1949)

**1948** Alvis 14hp saloon, black, small mileage, approved by makers. (1949)

**1948** Alvis 14hp utility, special interior finish, immediate throughout. (1949)

**BUY or sell your car at** 103, New Bond St., London, W. 1. Mayfair 6551-6. (1946)

**GORDON CARS (LONDON), Ltd.**—1950 Alvis 14hp saloon, grey—Below (1951)

**GORDON CARS (LONDON), Ltd.**—1949 Alvis 14hp saloon, black—Below (1951)

**GORDON CARS (LONDON), Ltd.**—1949 Alvis 14hp coupe, maroon—Below (1951)

**GORDON CARS (LONDON), Ltd.**—1949 Alvis 14hp coupe, grey (1951)

**GORDON CARS (LONDON), Ltd.**—1949 Alvis 14hp coupe, grey (1951)

**1250** Alvis saloon, 1932, good condition, new tyres, offers invited, Bos 2236. (1947)

**165** Alvis 14hp saloon, excellent condition, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 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*Journal of Management Inquiry* 20(6) December 2011 789-804



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**1948** (June) Austin 16 de luxe saloon, green and brown leather, taxed year, heater, excellent condition. £395.

**1948** Austin 16 saloon de luxe, sun roof, heater, taxed year, moderate mileage. £395. R. S. Mayfair (Mayfair), 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2.

**1946** Saloon, black, mileage 17,000. Radio, leather throughout, loose covers, exceptional carriages. £365. A. & S. SAUNDERS (100) Limousines, Ltd. (posts) Providence Court, Grosvenor Square, Mayfair. Tel. 2341-1.

**1949** Austin 16 saloon, green with brown leather, choice of two—Autocare, Ltd., Winchester. Tel. Winchester 4534 3426.

**1948** Austin 16hp saloon, excellent condition throughout—Beardmore, 20, Queensway, Bayswater, W.2. Baywater 0156.

**1949** (Feb.) Austin 16hp saloon, heater, radio, loose covers, 10,000 miles only, taxed year, almost as new. £1,175—Alley & Bernard, Ltd., 372, Kings Rd., Chelsea, F.W. 7345.

**£150** or more for Austin 16 saloon (1935), must be seen and driven to appreciate sound condition of engine and body, reconditioned, new towing bracket—S. St. Thomas Drive, Hatch End 775.

**245** gns.—Austin 16, 1955, Chalfont 7-seater limousine, blue, black, brown leather, sliding division, face forward occasionally, very good condition, free changes, list, open 7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

Austin Sixteen Cars Wanted

**T H E** CAR MART, Ltd.

**A**QUIRED cars

**R**QUIRED immediately.

**M**AKE your enquiries to

**A**USTIN House, 297, Euston

**R**OAD, London, N.W.1

**T**EL: Euston 1212.

**C**ASH buyers of low-mileage Austin 16s; distance no object—Hartons, Lord St., Southampton, Tel. 2269.

**R**OWLAND SMITH's, the Austin 16 buyers—Hampstead High St. (Hampstead Tube), Hampstead 6041.

**A** Austin 16hp post-war saloons, in good condition—R. S. Mayfair (Mayfair), 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2.

**A** Ld., are immediate cash buyers of all post-war models—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2.

**A**USTIN A70 & A80

**C**AR MART, Ltd.

**L**ONDON distributors.

**1950** Austin A70 Hampshire saloon, radio, heater, 7,000 miles—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212.

**R** C. WIMBUSH, Ltd., offer:—

**4000** miles—Austin A70 saloon, green, leather upholstery, sunroof, just unmarked: £1,450. 312, Earl Court Rd., W.8. Fremantle 5401.

**PHILIP** RICHARDS, Ltd., offer:—

**1950** Austin A70, brown, 7,000 miles—A. Grosvenor St., Park Lane, London, W.1. Grosvenor 4773.

**A. & S. SAUNDERS, Ltd.**, offer

**1950** Austin A70 saloon, black with brown leather upholstery, radio, heater, fog lamps, etc., 5,000 miles. £1,545.

**H. A. SAUNDERS, Ltd., Radlett.**

**1950** A70 saloon, black with grey leather, loose covers and Rimmelbushers, 2,700 miles, Radlett 6167.

**G**ORDON CARS (LONDON), Ltd.—1950 Austin A30 coupe, 5,000 miles—Below.

**G**ORDON CARS (LONDON), Ltd.—1949 Austin A70 saloon, 6,000 miles—Below.

**G**ORDON CARS (LONDON), Ltd.—1949 Austin A70 saloon, 1,000 miles—Below.

**G**ORDON HOWE, 475, Euston Rd., London, N.W.1. Euston 6611.

**1950** Austin A30 convertible (car hood and wind-down), cream, black leather interior, recorded mileage 6,000, heater, radio, etc.—

**D**ENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266.

**D**ONTS AUTOMOBILES, Ltd., offer: 1945 (August) A70 R grey radio, heater, etc., 10,000 miles; £1,350—127, Parkway, W.1. Euston 2971.

**1950** Austin A70 Hampshire saloon, as new—Castle, Church Gate, Leicestershire. Tel. 0551.

**1950** Austin A70 Hampshire saloon, 15,000 miles only—Green & Zonia, Ltd., 246-252, Denham Lane, Manchester 2. Tel. Denham 3425-6.

**5100** miles (1948 May) Austin A70, grey radio, heater, sun roof—Ernest Stanton, Cleve Hill (St. Chetnam), (Trade enquiries only please.) £2295.

**1950** A30 saloon (Car Mart, Ltd.), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines).

**1949** Austin A30 convertible, radio and heater, 6,000 miles only, one owner; £1,400. H. A. Saunders, Ltd., 350, Euston Rd., N.W.1. Euston 1212.

**1949** (July) Austin A70 saloon, colour grey, small mileage, heater, taxed year; accept £1,375—Summ., 19, Bennett Rd., Higher Crumppall, Chester 1213.

**A** ATLANTIC convertible, 1950, dark green with ivory hide, sunroof, very small mileage, private sale; £1,500—Stribley, 11a, Esherbourne Rd., Acacia Green, Birmingham.

**1949** series Austin A70, 15,000 miles, sliding roof, radio, heater, taxed year; £1,350—R. S. Mayfair (Mayfair), 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2.

**1950** Austin A70 Atlantic sports saloon, metallic grey, grey leather upholstery, nominal mileage, radio, heater, latest modifications to wheels, drums, rear windows, a porcelain car; £1,950.

**BRIDGE MOTORS, Church St., Rickmansworth, Tel. Rickmansworth 2562.**

**£1645**—Austin A70 Atlantic convertible coupe 1950, with push-button electrically operated roof and windows, fitted radio, heater, loose covers, etc., a very beautiful car which has done a very small mileage only.

**CARDON MOTORS, Lake St., Leighton Buzzard, Beds. C. Tel. 2041 (5 lines).** Write for post free catalogue, nearly 400 cars ready for inspection and purchase. Hire Purchase Part exchange. Prices refunded to purchasers from any part of the country. Free delivery anywhere in the United Kingdom. Shorthouses open till 9 p.m. from Monday to Saturday.

**1949** (Two hundred and twenty-two) miles 7715

**1950** (June) Austin A70 Hampshire saloon, brown, leather, heater, one owner, similar specification but 11,000 miles; £1,525; six months' written guarantee, trade enquiries.

**MCKINNON MOTORS, Ltd., "Langham House," 3, Stafford St., Wallington, Surrey. Croydon, Surrey. Established 1906. Tel. Wallington 3404. 12051**

**AUSTIN EIGHTEEN**

**C**AR MART, Ltd.

**L**ONDON distributors.

**1939** Austin 18hp Iver 7-seater limousine, 15,000 miles, £1,275—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212.

**1938** Austin 18 7-passenger limousine, black/blue leather, ready immediate service.

**GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 5264.**

**1937** Austin 18hp saloon 1935, 7-seater, good condition, A new batteries; 6,375 or near offer—Black, Neillbridge, 14, Leadenhall, Bankside, London, E.C.3. Tel. 2352.

**1937** model Austin 16 with Tickford body, entire overhaul by expert just completed, mileage 4,100, almost as new—£550—R. W. Purtil, 8, Kings Road, York.

**1937** forward seats, black, brown leather, one owner since new—£1,000—C. Mortlake, 253, Kensal Rd., London, W.10. Ledbrooke 3155, after 6.30. A7077.

**1938** Austin Iver 7-seater limousine with division, 2 face-forward seats, one private owner since new, almost spotless inside and out, mileage 50,000, cash accept £1,400—J. L. Black, 11, Bedford Rd., Wallington, Surrey. Wallington 6677-8.

**A & S** SAUNDERS (100) Limousines, Ltd. (posts) Providence Court, Grosvenor Square, Mayfair—2941.

**Austin Eighteen Cars Wanted**

**C**AR MART, Ltd.

**L**ONDON distributors.

**1939** Austin 18hp saloon, 1935, 7-seater, good condition, A new batteries; 6,375 or near offer—Black, Neillbridge, 14, Leadenhall, Bankside, London, E.C.3. Tel. 2352.

**1937** model Austin 16 with Tickford body, entire overhaul by expert just completed, mileage 4,100, almost as new—£550—R. W. Purtil, 8, Kings Road, York.

**1937** forward seats, black, brown leather, one owner since new—£1,000—C. Mortlake, 253, Kensal Rd., London, W.10. Ledbrooke 3155, after 6.30. A7077.

**1938** Austin Iver 7-seater limousine with division, 2 face-forward seats, one private owner since new, almost spotless inside and out, mileage 50,000, cash accept £1,400—J. L. Black, 11, Bedford Rd., Wallington, Surrey. Wallington 6677-8.

**A & S** SAUNDERS (100) Limousines, Ltd. (posts) Providence Court, Grosvenor Square, Mayfair—2941.

**Austin Twenty Cars Wanted**

**R**OWLAND SMITH's, the Austin 20 buyers—Hampstead High St. (Hampstead Tube), Hampstead 6041.

**7**-seater limousines 1937/38/39 required, also Norfolk Saloons, and one essential cash accept—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair—2941.

**1938/3** Austin 7-seater 28hp limousine, low mileage, one owner, private—Write BCM/RZA, London, W.1.

**A**USTIN limousine, 1936, 7 seats, excellent condition, A taxed 4,300—Laidlaw, 15, Eccles Old Rd., Radlett, Tel. Pendleton 1414.

**A & S** SAUNDERS (100) Limousines, Ltd. (posts) Providence Court, Grosvenor Square, Mayfair—2941.

**Austin Twenty Cars Wanted**

**R**OWLAND SMITH's, the Austin 20 buyers—Hampstead High St. (Hampstead Tube), Hampstead 6041.

**7**-seater limousines 1937/38/39—also 28hp—details Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair—2941.

**1938** Austin 25hp Mayfair 7-str. 55,000 only; 63,000s—29, Burne St., N.W.1. Pad. 6801.

**AUSTIN A100 and A115**

**C**AR MART, Ltd.

**L**ONDON distributors.

**1950** Austin A125 Sherline saloon, 15,000 miles; £2,100—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212.

**TOM GARNER, Ltd., offer:—**

**1950** Austin Sherline, black, 5,000 miles; £1,950—1949, 16,000 miles, £1,550—Portsmouth Rd., Thame, Oxford. Tel. 2551-3.

**1950** Austin Sherline (Nov. 49) silver with grey hide, low mileage.

**E** 1180, Christchurch Rd., Bournemouth, Bournemouth 1267.

**1949** Austin Sherline saloon, black with beige leather, low mileage and very carefully used.

**H** 1180, Christchurch Rd., Bournemouth, Bournemouth 1267.

**1949** Austin Sherline saloon, black, low mileage, magnificent condition; also exceptionally lovely Sherline.

**E** 1180, Christchurch Rd., Bournemouth, Bournemouth 1267.

**1949** Austin Sherline, radio, heater, 15,000 miles, distinguishable from new; £1,895—Broadway Motor, 67, High St., Hounslow, Tel. 917.

**1950** (June 3) Austin Sherline, black, 5,350 miles, absolutely as new, 1 owner, genuine bargain; £2,300—A. Z. Motors, Palmerston Rd., N.W.8. Tel. 4723.

**A**USTIN A125 Sherline, 1950 model, grey, perfect condition, wireless, heater, good tyres, 25,000 miles, chauffeur-tinted; £2,150—Apply, Duke of Rutland, Belvoir Castle, Grantham (Lincoln 246).

**Austin A115 and A135 Cars Wanted**

**C**AR MART, Ltd.

**L**ONDON distributors.

**1946** Austin 8-seater utility, detachable seats; £375; also

**1949** Austin Sherline saloon, black, beige upholstery; £1,500.

**G**EOFFREY NEWMAN & Co., 360, Euston Rd., N.W.1. Euston 4466.

**1949** Austin A125 Sherline saloon, panoramic, grey leather, radio, heater, nominal mileage; £1,500.

**1950** Austin A70 Atlantic convertible coupe, blue, blue leather, radio, heater, 11,000 miles, almost unused.

**R**IPCO, Ltd., 16, Albermarle St., Mayfair, W.1. Regent 2150.

**£215** green interior, very clean condition, excellent bargain—Ston Motors, 180-184, West End Lane, N.W.6. Hampstead 6400.

**T**ANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee—106, King Rd., S.W.5. Tel. Fax. 4801-3.

**Austin Miscellaneous Cars Wanted**

**R**OWLAND SMITH's, the Austin buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

**C. O. NORMAN & Co.**

**A**UTHORIZED Austin retailers are buyers of low-mileage Austin cars of all horse-power—26-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

**W** E wish to purchase post-war Austin, all models.

**B**ROWN & MALLALIEU, Ltd., General St., Blackpool, Tel. 2232.

**A**USTIN wanted—Smith's, 86, Chalk Farm Rd., N.W.1. Tel. 2767.

**A**ldridge wanted—Covley Motors, 473, Cranbrook Rd., Hford, Essex, Tel. Valentine 1066.

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## BENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition. Recently wanted: 1938 Mark VI standard saloon. 2 HEAD (SALES), Ltd. 82 Queen St. Maidens Tel. 3431/2. 1951

## MARSHALL

WANTED—Bentley 3-l. and 4-l. litres, all types of one-way, any condition; immediate cash settlement. Tel. 3431/2. 1951

MARSHALL, 869 St. Albans Rd., Watford. Tel. 3431/2. 1951

To Bentley and Rolls-Royce owners.

WE have a number of clients requiring used Rolls-Royce and Bentley cars; if you have a late model or either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd., 19175

OFFICIAL Retailers of Rolls-Royce and Bentley.

13, St. George St., Hanover Square, W.1. Tel. 19175. 1951

WANTED 5-l. or 6-l. Bentley saloon; also 5 or 4-l. 1951

tourer—James Garage, Weymouth, Dorset. Tel. 1951

ROWLAND SMITH, the Bentley buyers—Hamstead Rd. 10, W.1. (Hamstead Tube), Ham. 6041. 1951

WANTED special Bentleys, urgently required. 1951

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THE HAMPSHIRE MOTOR CO. wish to purchase 1951

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1949 series Bristol 400 sports saloon, in most immediate condition, mechanically guaranteed. 1951

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CHILTERN CARS offer a 1956 McLaughlin Buick Century saloon, Ayrish Marchal headlights, paintless, 1951

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**LIMOUSINE**—Exceptional 1944 (November) Chrysler Imperial super 7-passenger limousine, two-door occasional seats, writing glass division, commodious rear locker, radio, finished black and chromium, lawn cloth rear, black leather floor, absolutely immaculate appearance, thoroughly recommended and offered with written guarantee, terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom 960. (1246)

**CITROEN CARS WANTED**

**UTO SALES (LONDON), Ltd.**  
**CITROEN** distributors will purchase all types of Citroen vehicles—50-60, Belsae, Ltd., 4, Swiss Cottage, N.W.8, Tel. 5555-2155. (1063)  
**ROWLAND SMITH'S**, the Citroen buyers—Hamstead High St. (Hamstead Tube), Ham 604.  
**SMITHSON'S MOTORS (WEMBLEY), Ltd.** wish to purchase all models Citroen from 1937 onwards. Wembley 5691-2. (1067)  
 7 Seats 1937/39 Royal-Wimborne-Dodges privately owned Citroens required. Also, Proof, 1939 Dodge, Grosvenor Square, Mayfair-2941. (16270)

**CITROEN SPARES AND SERVICE**

**UTO SALES (LONDON), Ltd.**  
**CITROEN** distributors, spares for all models; exchange reconditioned units in stock—50-64, Belsae, Ltd., N.W.6, Tel. 5555-2155. (10495)  
**CITROEN** official service agents.

**REPAIRS, spares, exchange engine service**—Church Road Eng. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh (Essex) 5674-57127. (10268)  
**CITROEN** Specialists, repairs, spares, exchange engine service—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London S.W.12. Tel. Balham 2334. (10268)

**CITROEN**  
**JOHN A. TRUSCOTT, Ltd.**  
 A comprehensive range of post-war Citroens is always maintained.  
**EXCHANGES**, deferred terms.  
**KILLED** Citroen service and spares always available.  
 Westbourne Grove, W.11, Bay. 4274. (2302)

**TOM GARNER, Ltd.**, offer:—  
 1950 Citroen Light 15 saloon de luxe, grey with red leather, 5,000 miles only.  
 TOM GARNER, Ltd., 10, Peter St., Manchester 2. 2 Blackfriars 965-6. (1190)  
**KENTISH & THOMSON, Ltd.**

1947 Citroen Light 15 saloon, black, grey interior, one owner, good condition throughout; 4,500 miles.  
 564—566, Wickham Rd., Shirley, Croydon. (Spring 1947)  
**ACE SERVICE STATION (LONDON), Ltd.** (1513)

**CITROEN** distributors, offer:—  
**CITROEN** 1946 Light 15 saloon, black, brown hide, spotless condition throughout, taxed until December 1951. 4235.  
**NORTH CIRCULAR RD., Stonebridge Park, N.W.10.**  
 Egar 5585 (5 lines). (12688)  
**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—

1949 50 Citroen 6-cyl., sliding head saloon, red and black leather.  
 COOMBS & SONS (GUILDFORD), Ltd., Portsmouth 2358.  
**H. W. MOTORS, Ltd.**, the Citroen specialists, offer:—

1950 Light 15 black/brown leather, 11,000 miles, one owner. 81,325.  
 This above first-class example of the post-war Citroen has been carefully selected, thoroughly checked and is offered with the backing of our specialized Citroen service.  
**H. W. MOTORS, Ltd.**, Walton-on-Thames 783 and 4137. (12718)

**CLAND & TABOR, Ltd.**, Welwyn 461, offer with a three months guarantee:—  
 (September) Citroen Light 15 4-door saloon, finished black with beige leather upholstery, fitted with excellent tyre, radio, superb condition throughout. 6,225.  
**WOKINGHAM MOTOR CO., Ltd.** for Citroen 7134.  
 terms service—Tel. Worthing 71. (1248)

**MAYFAIR COUNTY CARS**—1939 Citroen saloon, grey with black leather, amazing performance.  
**MAYFAIR COUNTY CARS**—1939 Citroen drop head coupe, black, with red leather, new hood, immaculate, taxed December.  
**MAYFAIR COUNTY CARS**—1935 Citroen saloon, black with red leather, recent works overhaul, very attractive. Tel. Harrow 4664, at any time, or call 7, George Yard, Grosvenor Square, W.1. (12340)

**ONE** of the rare 1940 20hp 6-cyl. Citroens, colour black, brown leather upholstery. 4,250.—Below 15hp 6-cyl. Citroen with beige leather upholstery, moderate mileage, good tyre; 4,250.—Working Motors (Mayfair Hill), Ltd. Working 1556. (12718)

1947 (November 1946) Citroen Light 15 saloon, black, fitted radio, heater, 400 or over.  
**CITROEN** Light Twelve 1935, inspection invited.  
 12-seater, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 2928, 2929, 2930, 2931, 2932, 2933, 2934, 2935, 2936, 2937, 2938, 2939, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 2948, 2949, 2950, 2951, 2952, 2953, 2954, 2955, 2956, 2957, 2958, 2959, 2960, 2961, 2962, 2963, 2964, 2965, 2966, 2967, 2968, 2969, 2970, 2971, 2972, 2973, 2974, 2975, 2976, 2977, 2978, 2979, 2980, 2981, 2982, 2983, 2984, 2985, 2986, 2987, 2988, 2989, 2990, 2991, 2992, 2993, 2994, 2995, 2996, 2997, 2998, 2999, 3000, 3001, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009, 3010, 3011, 3012, 3013, 3014, 3015, 3016, 3017, 3018, 3019, 3020, 3021, 3022, 3023, 3024, 3025, 3026, 3027, 3028, 3029, 3030, 3031, 3032, 3033, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3041, 3042, 3043, 3044, 3045, 3046, 3047, 3048, 3049, 3050, 3051, 3052, 3053, 3054, 3055, 3056, 3057, 3058, 3059, 3060, 3061, 3062, 3063, 3064, 3065, 3066, 3067, 3068, 3069, 3070, 3071, 3072, 3073, 3074, 3075, 3076, 3077, 3078, 3079, 3080, 3081, 3082, 3083, 3084, 3085, 3086, 3087, 3088, 3089, 3090, 3091, 3092, 3093, 3094, 3095, 3096, 3097, 3098, 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3265, 3266, 3267, 3268, 3269, 3270, 3271, 3272, 3273, 3274, 3275, 3276, 3277, 3278, 3279, 3280, 3281, 3282, 3283, 3284, 3285, 3286, 3287, 3288, 3289, 3290, 3291, 3292, 3293, 3294, 3295, 3296, 3297, 3298, 3299, 3300, 3301, 3302, 3303, 3304, 3305, 3306, 3307, 3308, 3309, 3310, 3311, 3312, 3313, 3314, 3315, 3316, 3317, 3318, 3319, 3320, 3321, 3322, 3323, 3324, 3325, 3326, 3327, 3328, 3329, 3330, 3331, 3332, 3333, 3334, 3335, 3336, 3337, 3338, 3339, 3340, 3341, 3342, 3343, 3344, 3345, 3346, 3347, 3348, 3349, 3350, 3351, 3352, 3353, 3354, 3355, 3356, 3357, 3358, 3359, 3360, 3361, 3362, 3363, 3364, 3365, 3366, 3367, 3368, 3369, 3370, 3371, 3372, 3373, 3374, 3375, 3376, 3377, 3378, 3379, 3380, 3381, 3382, 3383, 3384, 3385, 3386, 3387, 3388, 3389, 3390, 3391, 3392, 3393, 3394, 3395, 3396, 3397, 3398, 3399, 3400, 3401, 3402, 3403, 3404, 3405, 3406, 3407, 3408, 3409, 3410, 3411, 3412, 3413, 3414, 3415, 3416, 3417, 3418, 3419, 3420, 3421, 3422, 3423, 3424, 3425, 3426, 3427, 3428, 3429, 3430, 3431, 3432, 3433, 3434, 3435, 3436, 3437, 3438, 3439, 3440, 3441, 3442, 3443, 3444, 3445, 3446, 3447, 3448, 3449, 3450, 3451, 3452, 3453, 3454, 3455, 3456, 3457, 3458, 3459, 3460, 3461, 3462, 3463, 3464, 3465, 3466, 3467, 3468, 3469, 3470, 3471, 3472, 3473, 3474, 3475, 3476, 3477, 3478, 3479, 3480, 3481, 3482, 3483, 3484, 3485, 3486, 3487, 3488, 3489, 3490, 3491, 3492, 3493, 3494, 3495, 3496, 3497, 3498, 3499, 3500, 3501, 3502, 3503, 3504, 3505, 3506, 3507, 3508, 3509, 3510, 3511, 3512, 3513, 3514, 3515, 3516, 3517, 3518, 3519, 3520, 3521, 3522, 3523, 3524, 3525, 3526, 3527, 3528, 3529, 3530, 3531, 3532, 3533, 3534, 3535, 3536, 3537, 3538, 3539, 3540, 3541, 3542, 3543, 3544, 3545, 3546, 3547, 3548, 3549, 3550, 3551, 3552, 3553, 3554, 3555, 3556, 3557, 3558, 3559, 3560, 3561, 3562, 3563, 3564, 3565, 3566, 3567, 3568, 3569, 3570, 3571, 3572, 3573, 3574, 3575, 3576, 3577, 3578, 3579, 3580, 3581, 3582, 3583, 3584, 3585, 3586, 3587, 3588, 3589, 3590, 3591, 3592, 3593, 3594, 3595, 3596, 3597, 3598, 3599, 3600, 3601, 3602, 3603, 3604, 3605, 3606, 3607, 3608, 3609, 3610, 3611, 3612, 3613, 3614, 3615, 3616, 36

condition throughout, any trial, taxed: £675.—Rich-  
mond 1572. [2661



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**1939** Prefect, 16,200 miles, one owner driver, perfect condition; £650.—15, Gallop, Sutton, W. 11. 15151

**1946** Ford Prefect 10hp saloon, black, red leather, 28,000 miles, radio, taxed year; £450.—786, 786, 786

**1949** Ford Prefect, 15,000 miles, immaculate; £495 or offer.—Tel. Hounslow 6024, or Sunbury 2331 (evenings). 17068

**1936** Ford 10, very good condition, new engine.—Herbert & Mills, Ltd., 75, Ot. Portland St., W. 1. Langham 3502. 18049

**ARTHUR E. GOULD, Ltd.**, 230-252, Regent St., W. 1. Langham 1545-5, 1546-4 post-war Prefect saloons, low mileage, all guaranteed. 10679

**1949** Prefect 10hp, black, 10,400 miles, new covers, etc., immaculate.—Tel. Fox, 1663 (Sidecup) after 8.0 p.m., Sat. 2.30. 12621

**1949** Ford Prefect, 12,000 genuine; £355.—South and Hunter, Ltd., 376, Kensington High St., London, W. 14. Tel. Western 2312. 13655

**1949** Ford 10 1936-37 black saloon, 2 door, 10,000 miles—driven in very good condition.—Orr & Co., 6158, Private Plac. 5728. 12849

**4900** miles—1949 (Oct.) Ford Prefect saloon, green.—Ernest Sutton, Cleve Hill, 90 (Cheltenham) (Trade enquiries only please). 12063

**FORD 10 1939 2-door saloon**, £315 or £1100 deposit.—C. & S. Motors, Ltd., Dudden Hill Lane, Newmarket, Gladeside 6002-6, Open 9 a.m. weekdays. 11937

**1948** Ford Prefect, recollapsible black, nice interior with upholstery, manually perfect throughout, well kept motor car, 3 months' guarantee. 12063

**LAWSON PIGOTT MOTORS, Ltd.** (Vaughan Dealers), 350, King St. Hammarham, W. 1. Tel. Riverside 4111; and 186, East Barnet Rd., New Barnet, Barnet Road and 255. 12063

**1948** Ford Prefect saloon, 20,000 miles, beige, brown leather, one owner, ex cond.—Tuckford, 4, Upper St. Mary, W.C. 1. 11966

**1948** Ford 10 4-door de luxe saloon, 2 door, 10,000 miles, excellent condition throughout, bargain.—Bray Motors, 180-184, West End Lane, N.W. 6. Hampstead 6180. 12063

**1949** (August) Ford Prefect, black, leather covers, heater, one owner; £915.—Hendon Central Garage, Ltd., 40, Wood Lane, Hendon Central, N.W. 4. Tel. 1423-4. 12108

**1949** Ford 10 1936 model saloon, dark blue, terms, exchangeable, open 7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. 12063

**1948** Ford Prefect, black, brown leather, recollapsible engine, exceptional order; £765.—Vandervelde (Buyers of Good Used Cars), 215, Havestock Hill, N.W. 3. Fromme 444. 12118

**1950** Ford Prefect 4-door saloon, leather upholstery, loose covers, one owner, sports condition, unrepainted, bargain; £625.—A. Z. Motors, Palmerston Rd., N.W. 6. May, 4723. 12456

**1947** Ford Prefect saloon, in leather, works engine recently condition, excellent condition, 55, York St., Twickenham, Popesgrove 1850. 12791

**599** miles—1949 Ford Prefect 4-door de luxe saloon, 25,000 miles, first-class order; £215 deposit, balance up to 24 months.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W. 5. 11111. 12743

**1948** Ford Prefect saloon, black, brown leather, one owner, very clean, any inspection, 3-month guarantee, £750.—Tel. 34, North Side, Wandsworth Common, S.W. 18. Vandike 1166. 12160

**TANKARD & SMITH, Ltd.**, offer 1949 Ford Prefect, finished in green, with brown leather upholstery, this car is as good as brand new, 1949 model, 3 months' written guarantee.—97, Peckham Rd., S.E. 15. Rodner 2051. 12556

**1947** Ford Prefect 4-door, leather upholstery, this vehicle is really beautiful and immaculate condition, new engine fitted by meticulous owner who expects perfection, absolute bargain, 3 months' guarantee, hire purchase, exchange. 12063

**1948** Ford Prefect saloon, black, brown leather, one owner, very clean, any inspection, 3-month guarantee, £750.—Tel. 34, North Side, Wandsworth Common, S.W. 18. Vandike 1166. 12160

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**1948** Ford Prefect saloon, black, brown leather, one owner, very clean, any inspection, 3-month guarantee, £750.—Tel. 34, North Side, Wandsworth Common, S.W. 18. Vandike 1166. 12160

**H. A. SAUNDERS, Ltd.**, offer:—

**1950** Ford V 8 Pilot saloon, black with beige leather upholstery, radio, heater, etc., 10,000 miles. £1,395.—942, High Rd., N.12. Hillside 0024. 2080

**836**—H. A. SAUNDERS, Ltd., Radiant. 12063

**1949** Ford V 8 Pilot, green with grey cloth, 19,000 miles.—Radiant 6167. 25253

**1949** Ford V 8 Pilot, green with grey cloth, 19,000 miles.—Radiant 6167. 25253

**1950** Ford Pilot, black, brown leather, 11,000 miles.—4, Brick St., Park Lane, London, W. 1. Grosvenor 4772-3. 2069

**1950** Ford Pilot V 8 saloon, black, brown leather, 11,000 miles. 11768

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W. 1. 11768

**1936** First 30hp saloon, mechanically perfect; £325. 1162

**HIGH ST.**, Wandsworth, S.W. 18. Vandike 4433 (5 lines). 12815

**DAGENHAM MOTORS, Ltd.**, Ford main dealers. 12063

**1950** Ford Pilot saloon, black, beige hide, 14,000 miles. 12063

**1949** Ford Pilot saloon, black, beige hide, 14,000 miles. 12063

**1949** Ford Pilot saloon, black, beige hide, 14,000 miles. 12063

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**1937** Ford V 8 Dagenham built 7-seater utility; £495. 12063

**GEORGE NEWMAN & Co.**, 368, Euston Rd., N.W. 1. Euston 444. 12063

**1948** Ford 10hp utility, one owner, as new throughout, write only.—Turner, 99-117, Clarendon Rd. London, E. 5. 19008

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## BROOKLANDS for individuality.

**H**EALEY distributors for London and Home Counties.

**D**EMONSTRATION, early delivery of latest models; cash prices and details on request.

**1950** Healey Silverstone sports 2-seater, black, excellent throughout.

**1949** Healey silver saloon, small mileage, immaculate.

**B**UY or sell your car at

**103** New Bond St., London, W.1. Mayfair 8551-6.

**1948** (June) Elliott 2-door saloon, blue with blue leather, 1,550—Jace Odling & Co. Ltd.

**H**EALEY Roadster, late 1947, 2-seater sports, metallic silver, 9,500 miles, 100mph available, guaranteed 27-29 mpg at 60 mph, loose covers, large instruments, sports wheel, a very attractive car in excellent condition. List price £2,500; must be cheap at £895.—John Jordan, Sandy, Beds., Tel. 64, (2065)

**HEALEY** saloon, drop head or tourer, urgently required.—Bartlett, 27a, Pembroke Villas, W.11, Mayfair 0523.

**HILLMAN** 11

**C**AR MART, Ltd.

**1950** Hillman Minx Phase IV saloon, 9,000 miles; £1,165.

**1950** Hillman Minx Phase IV drop head coupe, 6,000 miles; £1,165.—Car Mart, Ltd., 330, Euston Rd., N.W.1, Euston 1212.

**H. W. MOTORS, Ltd.**

**J**UNE '48 Minx saloon de luxe, green, brown trimmings, loose covers, recommissioned engine, suspension and steering. First—owner, 1948, 6,500.

**H. W. MOTORS, Ltd.** Walton-on-Thames 783 and 1457.

**STARHES MOTORS** offer:—

**£650**—Hillman Minx, 1946, very nice order and condition; 10,000 miles.—Belov, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

**STARHES MOTORS** Standard Sales and Service

Specialists, 103, Crickwood Broadway, N. 19770

**C**LANFIELD LAWRENCE offer:—

**1941** Hillman Minx saloon—£555—407, High Rd., E. 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

**A. A. SAUNDERS** Ltd. offer:—

**1950** Hillman Minx Phase IV saloon, green with brown leather interior, 3,000 miles; £1,195.

**836**—842, High Rd., N.12, Hillside 0024.

**H. A. SAUNDERS**, Ltd., Radlett.

**1949** Minx Ph. III, beige with brown leather, 10,000 miles.—Radlett 6167.

**W. ARWICK** WRIGHT, Ltd., offer:—

**1949** Hillman Minx Mark III saloon, black, fawn cloth, radio, 12,000 miles.

**W. ARWICK** WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 3368.

**W. ADDINGTON** MOTORS, Ltd., offer:—

**1940** Hillman Minx saloon, taxed year, excellent condition, £325; also choice of two Phase III saloons (small) also in perfect condition.—Portune Green Rd. N.W.6, Ham. 2211.

**C.M.I. CAR SALES** (Pri. 6625) offer:—

**1950** Hillman Minx Mark IV saloon, black, red leather upholstery as new.—Belov, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

**1949** Hillman Minx saloon, beige, red leather, low mileage, as new.—Swiss Cottage, Finchley, W.11, 2111.

**COOMBS & SONS (GUILDFORD)**, Ltd., offer:—

**1948** Hillman Minx Phase II, black and brown, mileage 22,000, excellent condition, £495.

**1946** Hillman Minx Phase II, grey and blue leather, 19,000 miles; £750.

**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Guildford GU10 4-4.

**1949** Hillman saloon, colour grey, blue upholstery; 9,500.

**R. A. RAYMOND** WAY, of Kilburn, hire purchase specialists. R has 200 good used cars under £400.—Maida Vale 6665.

**1946** Hillman 10 sal., colour blue, cloth upholstery; 10,000.

**R. A. RAYMOND** WAY, of Kilburn, hire purchase specialists. R has 200 good used cars under £400.—Maida Vale 6665.

**1948** Hillman Minx Estate car, moderate mileage; 19,000.

**1948** Hillman Minx fourseater drop head coupe, excellent condition, £925.

**G. EUSTON** 4140.

**1945** Hillman 10 sal., colour grey, cloth upholstery; good condition; 10,000 miles.

**R. A. RAYMOND** WAY, of Kilburn, hire purchase specialists. R has 200 good used cars under £400.—Maida Vale 6665.

**1935** Hillman, good condition, 10hp; £250.—41, Queensway, Cresset, Bishop's Cleeve, 1211.

**1946** Hillman Minx, black and brown, excellent order throughout; £255.—Hastings, Ladbroke 1195.

**£135**—1954 Hillman Minx saloon, new tires; 10,000 miles.—Monahan Motors, 258, London Rd., West London.

**F. D. DAVE** offer 1946 Hillman Minx saloon, excellent condition, £690.—69, Broadway, Wimbledon, S.W.19, 5556.

**HILLMAN** Minx, 1947 model (reg. Oct. '46), black with fawn cloth interior, particularly well maintained, £605.

**R. ROBBINS**, 98-99, Upper Richmond Rd., East Putney S.W.15, Tel. 4541.

**1947** Hillman 10 saloon, grey with blue interior, a very nice car throughout; £725.—122, C1, C2, York, Tel. 55830.

**1947** (reg. 1946) Hillman Estate car, very nice condition; £715.—Pantiles Service Garage, London Rd., Guildford 5526.

**A** VALUABLE to the trade, low mileage 1950 Hillman Minx—Gerry Brownie Motors, 55-57, South, Edwards St., Kensington 1 London W.8. Temporary Telephone No. Western 2269.

**1939** Hillman Minx saloon, colour black with brown upholstery; £425.—Dixon's Garage, 134, West Hill, Putney S.W.15, Putney 0596.

**1947** Hillman Estate car, grey, one owner since new, exceptional bargain; £695.—A.Z. Motors, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

**1950** Hillman Minx, pastel blue, carefully used, 10,000 miles; £1,120.—Bennett, 1259, Hazmore Drive, Caversham, Reading RG2 6-6.

**1933** Hillman 10 4-door saloon, £95 cash.—C. & S. Motors, Ltd., Dudden Hill Lane, Newson, Glasgow 802-6. Open 9-5 p.m. week-days.

**1949** Hillman 10 saloon (type III), exceptionally good condition, nominal mileage.—Bewdmore, 26, Queensway, Baywater, W.2, Baywater 0136.

**1947** Hillman 10hp d.h. coupe, colour blue, blue leather upholstery, fitted with steel discs, blue and chrome, a really immaculate car; £725.

**R**AYMOND WAY, of Kilburn, hire purchase specialists. R has 200 good used cars under £400.—Maida Vale 6665.

**1947** Minx coupe, black, brown leather, nominal mileage; £750.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking 1262.

**1950** Hillman Minx Phase IV, 9,000 miles, immaculate condition; £1,125.—John Whalley, Ltd., London Rd., Bishop's Cleeve, Tel. 181 & 182.

**1950** Hillman Phase IV, 9,000 miles, immaculate; £1,125.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.1, Tel. Western 2112.

**GOLDERS** Green, H. A. Saunders, Ltd.—1949 Hillman Minx Phase IV saloon, 10,000 miles, 144, Golders Green Rd. S.W. 101. Open 9 a.m. to 5 p.m.

**1947** Hillman Minx saloon, finished in grey, blue interior, excellent condition; £725.—J. Grove Garage & Motors, 322, Port St., Edmonton, E.9, Tel. 162.

**1939** Hillman Minx drop head coupe, in very good condition, excellent condition throughout; £445.—Good Used Cars, 215, Havestock Hill, N.W.5, Primrose 4411.

**1949** (November, 1948) Hillman Phase III saloon, beige, in excellent condition throughout; £445.—Barnesbury Court Motors, High Rd., Wembley, Arnold 5221-2.

**£385**—1939-4 Hillman 4-door saloon de luxe, 10,000 miles, excellent condition; £385.—J. J. 2, Balham Hill, S.W.12 (100 yards Clapham South Tube). Tel. 1107-8-9.

**1950** Hillman Minx saloon, Phase IV, green, 12,000 miles; £1,085.—Olsons (Churchill) Ltd., 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

**345**—Hillman Minx, 1938 model, 10hp de luxe, green leather with loose covers, very good condition; terms, 10,000 miles.—Rowland Smith, Hampton 26-6.

**495**—Hillman 10, registered 1951, 5-seater Estate car, grey, fold-down rear seats, sliding glass windows, red interior, very carefully used, excellent condition, taxed, terms, exchange, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampton 26-6.

**1949** Hillman Minx 4-door saloon, in black, leather upholstery, almost as brand new, low mileage, one owner; £995.—Jack Rose Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677-8.

**1948** Minx Phase II, 4-door saloon, green, loose covers, reconditioned unit covered under new 12 month plan and bumper, black, excellent tires, whole car in first-class condition; £850.—MORGAN, Motors, West End, Woking, Tel. Chobham 26-6.

**1940** Hillman Minx de luxe saloon, recoloured black, recommissioned engine and gearbox, fitted with new springs, new battery, new tires, brakes reined, mechanically perfect, good, 10,000 miles.—H. R. 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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Adogan Lane, S.W.I. Soane 4727. 11546





## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**M**ETAMET for all Jeeps, spares, exchange unit service, expert Jeep repairs, to order spares. Phone Hamstead 5541-1000. Benzie Lane, N.W.5. (0539)

**A**UTOWORK, Ltd., Winchester, principal Jeep stockists, all spares and exchange units; Jeeps and Trucks—Station Hill, Winchester. Tel. Winchester 4834/3406. (2064)

## JOWETT

**H**M BENTLEY & PARTNERS, Ltd.

**1950** series Javelin standard saloon, main agent, with loose covers and heater; £1,135.  
9, Albemarle St., London, W.1. Tel. Grosvenor 5551. (1529)

**1950** Javelin de luxe, black.

**1950** Javelin de luxe, turquoise blue.

**1949** Javelin, choice of two.

**CLARKE'S** of Pirbright, Jowett Distributors, Brookwood 2501. (0338)

**WARWICK WRIGHT, Ltd.**, offer:—

**1949** Jowett Javelin saloon, maroon, beige leather, £1,600 m.s. (1939)

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 5761. (1939)

**1950** model Jowett Javelin standard saloon, colour beige, grey cloth upholstery.

**DENHAM SERVICE STATION, Ltd.**, Denham, Bucks. Tel. Denham 2265. (2764)

**1949** Javelin saloon, one owner, chauffeur maintained, immaculate, guaranteed; £1,175.

**C. W. WILKIN, Ltd.**, 1 Weston Park, Kingston-on-Thames, Kin. 224. (0648)

**1949** Jowett Javelin saloon, 16,000 miles, fitted radio—Autovox, Ltd., Winchester. Tel. Winchester 4834/3406. (2059)

**JOWETT** and Javelin main agents, spares and special service—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). (1009)

**1949** Javelin 14-litre saloon, one owner, low mileage, extra, super, extras, superb throughout guaranteed; £1,195.

**C. W. WILKIN, Ltd.**, 1 Weston Park, Kingston-on-Thames, Kin. 224. (0648)

**1949** Javelin de luxe saloon, turquoise blue, one owner, perfect, 5-month guarantee, terms including priv. car, £1,125. Peter Guest, Ltd. Gaywood, King's Lynn, Tel. 4125. (2151)

**MARRIOTT'S GARAGE**, Tottenham, leading West Sussex agents for Javelin and Bradford, spares (including priv. car), £1,125. Tel. 1983. (027)

**1949** Javelin de luxe saloon, taxed year, golden sand, mileage 15,000, £1,175; another black, £1,150. Bunting & Jowett, Main Agents, Harrow 1909. (2698)

**1949** Jowett Javelin saloon, golden sand, leather, 12,000 miles; exceptional; £1,075.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. (2698)

**COOPER & GREEN**, Jowett Main Agents—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485 Upper Elmer Lane Rd., Beckenham, Kent. Tel. Beckenham 2565. (0308)

**1948** (December) Jowett Javelin saloon, finished golden sand leather upholstery, in first class order throughout, 18,000 miles, one owner—Shaw Motors, Ltd., 686-678, Gerrard Lane, London, S.W.17. Wim 5031-2. (6261)

**1950** (June) Jowett Javelin de luxe saloon, turquoise blue with brown leather, fitted heater, 7,000 m.s., as new; £1,225.—Gibbons Sports Cars (Christchurch, Ltd.), Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (2599)

**1948** Jowett Javelin saloon, golden sand/brown cloth, loose covers, H.M.V. radio, heater, very clean, very low mileage, 5-month guarantee, terms and exchange; £1,045.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.15. (2159)

**£995** Jowett Javelin (August, 1948) with full de-luxe leather upholstery, bumpers with over riders, heater, etc., black finish, practically without blemish, total mileage 16,100 but condition would indicate under 10,000, servicing by distributors every 2,000 miles.

**CHOICE** of 5 other 1949 and 1950 models, write for post free catalogue to

**CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and purchase. Hire purchase. Part exchange. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. (1271)

**R**OWLAND SMITH'S, the Jowett buyers—Hamstead High St. (Hamstead Tube). Ham. 6041. (1054)

**H. M. BENTLEY & PARTNERS, Ltd.**

**W**ISH to purchase Javelin cars.

**9** Albemarle St., London, W.1. Tel. Grosvenor 5551. (1529)

**COLLIVER-FISHER, Ltd.** will always buy a Javelin. Northwood, Middx. Tel. 777 (4 lines). (1009)

**ALMOST** new Jowett required; cash payment.—A Morley, 51, Stratford Hill, S.W.2. Tulse Hill 4486. (2651)

**LOW-MILEAGE** Jowett Javelin saloon de luxe.—H. Harold Road, Melton, Co. Le. 657 (5 lines). Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (1738)

**RAYMOND WAT**, the hire-purchase specialists, are still buying Jowetts and have unlimited capital—Canary Wharf, E. Tilbury, N.W.6. (0463)

**NEWHAM**—Jowett Spares and Service

**JAVELIN** and Bradford main agents, spares and service specialists—Newham House, 235-4, Hamstead High St. W.1. Hy 6546. (0545)

**JOWETT-BRADFORD**—For quick repairs or spare spares try Bunting's Jowett Agency, Harrow 1909. (2698)

**CRONDOYD**—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—225-234, London Rd., Croydon, Croy 5641. (0463)

**MILESTONE'S (SERVICE GARAGE), Ltd.**, main agents Jowett Javelin Bradford vans and trucks. LARGEST stock, nearest Southern Road, immediate despatch, trade or private.—Tel. Brix 3669, 300, Brixton Rd., London, S.W.2. (087)

**COLLIVER-FISHER, Ltd.**, excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

**NORTHWOOD, Middx.** Tel. 777 (4 lines). (1009)

**BUNTING'S MOTOR EXCHANGE** offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonsfield Lane, Harrow, Tel. 1909. (2698)

**KINGSTON-ON-THAMES** main agents for Jowett Javelin and Bradford vans, spares and service.—W. WILKIN, Ltd., 1 Weston Park and 64, Eden St., Kingston 2241-2. (0648)

**A. V. MOTORS, Ltd.**, Park Rd., Teddington, Middlesex. Tel. Kingston 9710.—The Jowett specialists and main agents over 26 years' Jowett experience, spares and service. (0759)

**LAGONDA**

**CAR MART, Ltd.**

**1938** Lagonda V12 4½-litre drop head coupe, 6 months' guarantee; £1,975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (2417)

**SLOCOMBE, Ltd.**

**1932** 16hp 2-seater, beautifully maintained; £255.

**SLOCOMBE, Ltd.**, 30-32, Dudden Hill Lane, N.W.10. (1167)

**BROOKLANDS** for Individuality.

**LAGONDA** distributors; latest models for demonstration; catalogues on request.

**1950** Lagonda 2½-litre saloon; black; serviced by makers.

**1938** (first reg. 1940) Lagonda 4½-litre sports coupe; 400-ton beige; immaculate throughout.

**BUY or sell your car at**

**103** New Bond St., London, W.1. Mayfair 6551/2. (2546)

**CHARLES POLLETT, Ltd.**, offer:—

**1938** Lagonda 12-cylinder short chassis saloon, gunmetal, green leather, 34,000 miles only, complete overhaul by makers recently, outstanding example; £1,450.

**18** Berkeley St., W.1. May. 6266.

**SERVICE** Works and Stores, 12, Wellesley Avenue, W.4. (0484)

**HAROLD RADFORD & Co., Ltd.**

**OFFICIALLY** appointed Lagonda dealers

**SALES** and service at Melton Court, South Kensington, London, S.W.7. Kensington 6655 (5 lines). (0684)

**PERFORMANCE CARS**—See our advertisement under Sports Cars. (2196)

**1935** exceptional car

**EXCHANGES** and terms.—Stratton Car Sales, 1178, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 1022. (2044)

**DAVIES MOTORS, Ltd.** (managing director), 12, Devon St., Kensington 6655 (5 lines). (0684)

offer a good selection of used Lagondas, including a V12 drop head coupe

**273** London Rd., Staines. Tel. 5457-8, or (private) 1521. (1521)

**1939** Lagonda V12 2½-seater drop head coupe, excellent condition, very fast; £1,695.—P. Crawley, 48, Kensington Court, W.8. Western 6015. (2698)

**595** gns.—Lagonda, 1937 model, 4½-litre pillars and sliding head, brown leather, very good condition; cost £1,125; terms; exchange.—Rowland Smith, below. (2748)

**395** gns.—Lagonda Rapide, 1935 (reg. 1936) 4½-litre pillars and 4-door sports saloon, black, sliding head, brown leather, under Dunlop tires, Windstone horns, carefully used, excellent condition; terms; exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead 6041. (2748)

**LAGONDA** 1938 5½-litre saloon, excellent mechanical condition, recent overhaul by Davies Motors, Ltd. (garage maintained, owner driver—Inspection Huggill Forge & Eng. Works, Church Rd., Stockton-on-Tees, 4350 or offers. (9908)

**ROWLAND SMITH'S**, the Lagonda buyers—Hamstead High St. (Hamstead Tube). Ham. 6041. (1054)

**12-37** Lagonda, must be open or drop head coupe, mechanical Manager A. Shanks & Son, Ltd., 12, Deni Iron Works, Airbroth, Scotland. Tel. Airbroth 2226. (2226)

**Lagonda Spares and Service**

**LAGONDA** owners are advised to contact the manufacturers for service, overhauls and spares for the 6½-litre and V12 models; engine engines in stock.

**LACKONDA, Ltd.**, Service Department, Victoria Rd., L. Feltham, Middlesex. Tel. Feltham 2291. (1006)

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for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service

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**WE** are open on Saturday mornings. (0217)

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**LANCHESTER** 12½ Mulliner de luxe, immac. condition throughout, radio, gear box, 51. (1994)

**LANCHESTER** 12 saloon, black, 1936 (July), £1,120. Seven Kings 4481 after 6 p.m. £330. (2637)

**1937** Lanchester 12, in good condition, running like a clock, very low miles, new battery £330. Whitegate Gardens, Harrow Weald, Grimsdike 1877. (2220)

**SPINK (BOURNEMOUTH), Ltd.**, engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and service.

**DAIMLER** House Bournemouth. Tel. 5405. (0545)

**CYRIL SHEPPARD** offers 1947 Lanchester 11 de luxe saloon, one owner, low mileage, absolutely spotless throughout.—152, Kings Rd., Reading, Tel. Reading 2712. (2818)

**1939** Lanchester 11hp saloon, excellent condition, £2,545, or 30 monthly instalments of £21.19/4.—The Cooden Engineering Co., Ltd., Benhill, Tel. Cooden 600. (1964)

**WALTER SCOTT, Ltd.**—1936 Lanchester 11 de luxe saloon, black & genuine and exceptional one owner car, £365, terms, exchange.—39, Swiss Crescent, Hamstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. (7273)

**£375**—Lanchester Roadster 14hp saloon, 1937, four-door with sunshade roof, a good example of this scarce and much sought after model, excellent coachwork and leather interior and in thoroughly good order. (2705)

**CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue; nearly 400 cars ready for inspection and purchase; hire purchase; part exchange; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. (1720)

**1934** Lanchester 10hp sports saloon, exceptional condition throughout, both coachwork and mechanically, all consumption negligible and 15mpg, a really good car.—Camden, 26, Queensway, Baywater, W.1. Baywater 6126. (1720)

**R. CURRIE & Co., Ltd.**—1939 Lanchester Roadster R four-door drop head, engine just reconditioned throughout, finished in grey, blue leather, fitted radio, speedometer, car £785, 1000, 2000, 3000, 4000, 5000, 6000, 7000, 8000, 9000, 10000, 11000, 12000, 13000, 14000, 15000, 16000, 17000, 18000, 19000, 20000, 21000, 22000, 23000, 24000, 25000, 26000, 27000, 28000, 29000, 30000, 31000, 32000, 33000, 34000, 35000, 36000, 37000, 38000, 39000, 40000, 41000, 42000, 43000, 44000, 45000, 46000, 47000, 48000, 49000, 50000, 51000, 52000, 53000, 54000, 55000, 56000, 57000, 58000, 59000, 60000, 61000, 62000, 63000, 64000, 65000, 66000, 67000, 68000, 69000, 70000, 71000, 72000, 73000, 74000, 75000, 76000, 77000, 78000, 79000, 80000, 81000, 82000, 83000, 84000, 85000, 86000, 87000, 88000, 89000, 90000, 91000, 92000, 93000, 94000, 95000, 96000, 97000, 98000, 99000, 100000. (7466)

**395** gns.—Lanchester Roadster, 1937 14hp de luxe saloon, 4-door saloon, black, red leather, red leather, pre-selector, excellent condition; taxed; terms; exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead 6041. (2748)

**Lanchester Cars Wanted**

**FREE** CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. (2417)

**ROSLAND SMITH'S**, the Lanchester buyers—Hamstead High St. (Hamstead Tube). Ham. 6041. (1054)

**CASH** buyers of low-mileage Lanchester 10s, 12s, 14s, 16s, 18s, 20s, 22s, 24s, 26s, 28s, 30s, 32s, 34s, 36s, 38s, 40s, 42s, 44s, 46s, 48s, 50s, 52s, 54s, 56s, 58s, 60s, 62s, 64s, 66s, 68s, 70s, 72s, 74s, 76s, 78s, 80s, 82s, 84s, 86s, 88s, 90s, 92s, 94s, 96s, 98s, 100s, 102s, 104s, 106s, 108s, 110s, 112s, 114s, 116s, 118s, 120s, 122s, 124s, 126s, 128s, 130s, 132s, 134s, 136s, 138s, 140s, 142s, 144s, 146s, 148s, 150s, 152s, 154s, 156s, 158s, 160s, 162s, 164s, 166s, 168s, 170s, 172s, 174s, 176s, 178s, 180s, 182s, 184s, 186s, 188s, 190s, 192s, 194s, 196s, 198s, 200s, 202s, 204s, 206s, 208s, 210s, 212s, 214s, 216s, 218s, 220s, 222s, 224s, 226s, 228s, 230s, 232s, 234s, 236s, 238s, 240s, 242s, 244s, 246s, 248s, 250s, 252s, 254s, 256s, 258s, 260s, 262s, 264s, 266s, 268s, 270s, 272s, 274s, 276s, 278s, 280s, 282s, 284s, 286s, 288s, 290s, 292s, 294s, 296s, 298s, 300s, 302s, 304s, 306s, 308s, 310s, 312s, 314s, 316s, 318s, 320s, 322s, 324s, 326s, 328s, 330s, 332s, 334s, 336s, 338s, 340s, 342s, 344s, 346s, 348s, 350s, 352s, 354s, 356s, 358s, 360s, 362s, 364s, 366s, 368s, 370s, 372s, 374s, 376s, 378s, 380s, 382s, 384s, 386s, 388s, 390s, 392s, 394s, 396s, 398s, 400s, 402s, 404s, 406s, 408s, 410s, 412s, 414s, 416s, 418s, 420s, 422s, 424s, 426s, 428s, 430s, 432s, 434s, 436s, 438s, 440s, 442s, 444s, 446s, 448s, 450s, 452s, 454s, 456s, 458s, 460s, 462s, 464s, 466s, 468s, 470s, 472s, 474s, 476s, 478s, 480s, 482s, 484s, 486s, 488s, 490s, 492s, 494s, 496s, 498s, 500s, 502s, 504s, 506s, 508s, 510s, 512s, 514s, 516s, 518s, 520s, 522s, 524s, 526s, 528s, 530s, 532s, 534s, 536s, 538s, 540s, 542s, 544s, 546s, 548s, 550s, 552s, 554s, 556s, 558s, 560s, 562s, 564s, 566s, 568s, 570s, 572s, 574s, 576s, 578s, 580s, 582s, 584s, 586s, 588s, 590s, 592s, 594s, 596s, 598s, 600s, 602s, 604s, 606s, 608s, 610s, 612s, 614s, 616s, 618s, 620s, 622s, 624s, 626s, 628s, 630s, 632s, 634s, 636s, 638s, 640s, 642s, 644s, 646s, 648s, 650s, 652s, 654s, 656s, 658s, 660s, 662s, 664s, 666s, 668s, 670s, 672s, 674s, 676s, 678s, 680s, 682s, 684s, 686s, 688s, 690s, 692s, 694s, 696s, 698s, 700s, 702s, 704s, 706s, 708s, 710s, 712s, 714s, 716s, 718s, 720s, 722s, 724s, 726s, 728s, 730s, 732s, 734s, 736s, 738s, 740s, 742s, 744s, 746s, 748s, 750s, 752s, 754s, 756s, 758s, 760s, 762s, 764s, 766s, 768s, 770s, 772s, 774s, 776s, 778s, 780s, 782s, 784s, 786s, 788s, 790s, 792s, 794s, 796s, 798s, 800s, 802s, 804s, 806s, 808s, 810s, 812s, 814s, 816s, 818s, 820s, 822s, 824s, 826s, 828s, 830s, 832s, 834s, 836s, 838s, 840s, 842s, 844s, 846s, 848s, 850s, 852s, 854s, 856s, 858s, 860s, 862s, 864s, 866s, 868s, 870s, 872s, 874s, 876s, 878s, 880s, 882s, 884s, 886s, 888s, 890s, 892s, 894s, 896s, 898s, 900s, 902s, 904s, 906s, 908s, 910s, 912s, 914s, 916s, 918s, 920s, 922s, 924s, 926s, 928s, 930s, 932s, 934s, 936s, 938s, 940s, 942s, 944s, 946s, 948s, 950s, 952s, 954s, 956s, 958s, 960s, 962s, 964s, 966s, 968s, 970s, 972s, 974s, 976s, 978s, 980s, 982s, 984s, 986s, 988s, 990s, 992s, 994s, 996s, 998s, 1000s, 1002s, 1004s, 1006s, 1008s, 1010s, 1012s, 1014s, 1016s, 1018s, 1020s, 1022s, 1024s, 1026s, 1028s, 1030s, 1032s, 1034s, 1036s, 1038s, 1040s, 1042s, 1044s, 1046s, 1048s, 1050s, 1052s, 1054s, 1056s, 1058s, 1060s, 1062s, 1064s, 1066s, 1068s, 1070s, 1072s, 1074s, 1076s, 1078s, 1080s, 1082s, 1084s, 1086s, 1088s, 1090s, 1092s, 1094s, 1096s, 1



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**RUSSELL MOTOR CARS, Ltd. LEA-FRANCIS**  
 1949 Lea-Francis sports 2-seater, 6,000 miles only, metallic blue, any trial or examination. (10350)

**RUSSELL MOTOR CARS (KNIGHTSBRIDGE), Ltd.**, 47, Sloane St., S.W.1, Tel. Sicane 9888. (10351)

**RUSSELL MOTOR CARS (KNIGHTSBRIDGE), Ltd.**, 47, Sloane St., S.W.1, Tel. Sicane 9888. (10351)

**1949 Lea-Francis sports 2-seater, metallic blue; main mileage; excellent condition.**  
 BUY or sell your car at (10352)

**103 New Bond St., London, W.1. Mayfair 8351, 6.**  
**CHARLES POLLETT, Ltd.**, sole distributors, London and Home Counties. (10353)

**1950 Lancia 14hp saloon, I.P.S., black, 10,000 miles, guaranteed, 1 owner, 7,000 miles only, as new, guaranteed, £1,575.**  
 1949 Lea-Francis van model, I.P.S., 1 owner, 10,000 miles, guaranteed, £1,060. (10354)

**1947 Lea-Francis 14hp saloon, grey, 1 owner, 10,000 miles, at present undergoing complete check-over, £1,020.**  
 18 Berkley St., W.1. May. 6266. (10355)

**OFFICIAL Lea-Francis London Service Station, 12, Wellesley Avenue, W.6. Riv. 1413.**  
 1948 (Sept.) sports 2-seater, leather, seat covers, very very careful owner, 4,995.—Campbell Symonds, Wellesley Ave. (10356)

**Lea-Francis Cars Wanted**  
**CHARLES POLLETT, Ltd.**—Lea-Francis distributors for London Counties. Used cars are always sold to best of Lea-Francis owners.  
 SHOWROOM: 10, Berkley St., W.1. May. 6808. (10357)

**OFFICIAL Lea-Francis London Service Station, 12, Wellesley Avenue, W.6. Riv. 1413.**  
**Lea-Francis Cars, Ltd.** (10358)

**SPARE PARTS AND SERVICE for all models from the manufacturers—Head Office and Works: Much Park Road, Coventry, Tel. 25034-5, 6.**  
**CHARLES POLLETT, Ltd.**, sole distributors for Home Counties, Bucks, and Essex. (10359)

**SHOWROOM: 18, Berkley St., W.1. May. 6266.**  
**SPARE PARTS.**  
 SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. (10360)

**SIMPSON'S MOTORS offer—**  
**LINCOLN**  
 1948 (first registered) Lincoln Mercury 3-door hard top, 14hp, 12 cylinder, 14,000 miles, for full list see under "American Cars".  
**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), Wembley 8691-2. (1203)

**1947 (Oct.) Lincoln 12 cylinder, convertible, finished black, 14,000 miles, £1,120.—Stratford, 40, Berkley St., W.1. (Mayfair 4404). (1156)**

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, urgently require all models Lincoln from 1937 onwards, Wembley 8691-2. (10689)

**LINCOLN-ZEPHYR**  
**CLAND & TAYLOR, Ltd.**, Welwyn 461, offer with three months guarantee:  
 1938 Lincoln-Zephyr 4-door saloon, finished black with grey upholstery, fitted with heater, good tyres; exceptional condition throughout. (10361)

**395 gns. Lincoln-Zephyr, August, 1938, 37hp V.12 4-door saloon, black, fawn cloth upholstery, built-in headlamps, Continental steering, 230 miles, terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 659. (10362)**

**CAR MART, Ltd. LLOYD**  
 1949 Lloyd 650 sports 4-seater, 6,000 miles, 6495.—Ch. Mart, Ltd., 330, Euston Rd., N.W.1. Euston 1212. (12418)

**MERCEDES**  
 1937 Mercedes 2.5-litre cabriolet 4/5-seater, one owner, maintained since new by Mercedes, in perfect condition, Continental steering, over-drive, £1,250.—Box 2517. (11846)

**MERCEDES-BENZ (GT. BRITAIN), Ltd. offer—**  
**TYPE 230 Mercedes-Benz 20hp 4/5-seater drop head in immaculate condition, Continental steering, first registered 1939; taxed December, 6250.—Victoria 7149.**  
**CHIFFERTAD MOTORS, Ltd.**, 197, Fulham Rd., Kensington, London, S.W.3. offer—  
 MERCEDES-BENZ 3.6 220 s.c. 2-seater. (10363)

**MERCEDES-BENZ TYPE 200 four-door drop head, radio, etc., reconditioned.**  
 S. R. & Co. chassis road racing 2-seater, original condition, with 1939 Continental steering, 230 miles, terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 659. (10364)

**CHIFFERTAD MOTORS, Ltd.**, 197, Fulham Rd., Kensington, London, S.W.3. offer—  
 MERCEDES-BENZ 3.6 220 s.c. 2-seater. (10365)

**MERCEDES-BENZ (GT. BRITAIN), Ltd.**, Sales Service and Stores, 111, Grosvenor Rd., S.W.1. Victoria 7712-3. Night Service: Victoria 5144. (10366)

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**MERCEDES**  
**JOE THOMPSON (MOTORS), Ltd. offer—**  
 1947 Mercury saloon, colour black, fitted radio and heater, guaranteed 16,000 miles, one owner.  
**JOE THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Michelin), Ken. 4859. (1760)

**JOE THOMPSON (MOTORS), Ltd. offer—**  
 1949 Mercury convertible coupe, electrically operated hood and windows, a specimen car.  
**JOE THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Michelin), Ken. 4859. (1965)

**SLOOMBER, Ltd.**  
 1950 T.C., 5,000 miles, immaculate; 4885.  
**SLOOMBER, Ltd.**, 58-52, Dudden Hill Lane, N.W.10. Willesden 4669. (1679)

**1939 M.O. 10hp T.A. type drop head coupe, sports 2-seater, completely reconditioned engine just fitted, bodywork immaculate; 4535.—Brown's (Leamington) Essex 4119 (tube). (1718)**

**1938 M.O. T.A. 2-seater, new hood and covers; 4435.**  
**1937 M.O. T.A. 2-seater, exceptional condition; 4435.**  
**WOODBAIN CARS offer—**  
 1949 M.O. T.C. 2-seater, green; 4825.  
 1947 M.O. T.C. 2-seater; choice of two from 4845.  
 1946 M.O. T.C. 2-seater; choice of two; 4675.  
 1938 M.O. T.A. 2-seater, new hood and covers; 4435.  
 1937 M.O. T.A. 2-seater, exceptional condition; 4435.  
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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**1939** M.G. 2.6-litre drop head coupe, black, M.G. reconditioned engine recently fitted, P.M. 100, Lucas head lamps, twin horns, telescopic wheel, leather upholstery, etc. New London, E.150—Box 2239, 11897

**1937** series M.G. type T.A. sports 2-seater, 11897 with B.M.W. type 40 engine, 1.550 miles since complete overhaul, hood, tonneau cover and side curtains, recently renewed, capacity of over 100 mpg, all in post-war condition, £425.

**JOHN CAMPBELL MOTORS**, 415, Holloway Rd., N.7, North 4441. (17507)

**1933** M.G. Midgnt J.2. red, beautiful condition throughout, bodywork unsprayed, all chrome parts as new, excellent engine and chassis, practically new tyres all round, new battery, hood, side screens complete an attractive looking car, £275.

**MAGDALEN MOTORS**, 311, Trinity Rd., Wandsworth Common, Battersea 5574. (18592)

**1950** (January) T.C. M.G. 2-seater in cream, red hide upholstered, guaranteed, immaculate inside and out, mileage 9,000, many extras, owned by enthusiast, accept £365.—Jack Ross Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677/8. (11687)

**1950** (February) M.G. T.D. 2-seater, black and chromium, green leather, unmarked, speedometer reading 4,500, thoroughly recommended, written guarantee, £1,125; terms, exchange.—H. F. Edwards, 154, Ot. Titchfield St., W.1. Langham 0012. (2357)

**1939** speed reading 36,000, engine completely overhauled 6,000 miles back, finished black, leather upholstery, dual, 12 volt, Philips radio, 400 watt jump, taxed June; £595 with written guarantee; trade enquiries welcome. (18157)

**MOTORISTS (LONDON)**, Dept. Great North Rd., Finchley Station, N.2. Tudor 2561-2. (19554)

**TAYLOR & BOOTS** M.G. T.C. Biper 2.6-litre, 2-seater, dark red, many extras, excellent performance, £695, three months' guarantee, choice of 100 quality cars, demonstrated every within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.15. Bant. 3272. Open 9 a.m. week-day including Saturdays. (18157)

**£595**—M.G. 1½-litre 12hp foursome drop head coupe from being the very best of its kind, very scarce and desirable. This particular M.G. has a very fine history, the late owner having spent over £200 on chassis and mechanical overhaul during the last 18 months also including works fully reconditioned engine (Oct. 1950), new front springs and 8/3 (March 1951), complete servicing of chassis and overhaul to steering (Feb. 1951), general tuning, reconditioned car and petrol pump (April 1951)—the general mechanical condition may well be imagined in view of the special maintenance, which the very attractive appearance makes this car one of the most worthwhile propositions we have ever been able to offer.

**CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. Tel. 2041 (3 lines). Write for post-free catalogue; nearly 400 cars ready for inspection and purchase; hire purchase, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. (2715)

**M.G. Cars Wanted**

**C** THE CAR MART, Ltd., wish to purchase M.G. cars—1.30, Euston Rd., N.W.1. Euston 1213. (3096)

**R** ROWLAND SMITH'S, the M.G. buyers—Hampton Road, High St. (Hampton Tube), Ham. 6041. (10946)

**S** LOCOMOBILES OF NEARBY.

**S** LOCOMOBILES—Good clean M.G.s wanted, must be perfect condition.—35-37, Duddell Hill Lane, N.W.10. Willington 4860.

**C** RASH immediately for good M.G.—H. F. Edwards, 154, Ot. Titchfield St., W.1. Langham 0012. (2357)

**A** PPROACH us first before disposing of your M.G. car.—Tankard & Smith, Ltd., 194-198, Kings Rd., N.W.3. Finsbury 4001-5. (2461)

**U** RRENTLY required, low mileage 1948-50 M.G. 1½ saloon.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (1596)

**R** AYMOND WAY, the hire-purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Maids Vale 6044 (10 lines). (10865)

**R** OGE & YOUNG, Ltd.—Wanted, small Milnes T.C. or T.D. M.G. urgently—35-39, Starnfield Ave., Streatham Hill, S.W.16. (1 minute Streatham Hill Station) Tulse Hill 445 and 8162. (17974)

**M** AYFAIR GARAGES, Ltd., particularly good cash buyers of all models M.G.; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderston Street (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. (10698)

**M.G. Spares and Service**

**U** M Ltd., sole London distributors for M.G. cars.

**U** NIVERSITY MOTORS, Ltd., 7, Bedford St., Mayfair, W.1. Tel. Grosvenor 4141. (30505)

**W** Y. JACOBS & SON.

**W** E specialise in repairs and repairs for all models of M.G. cars.

**W** Y. JACOBS & SON, Mill Garage, Chiswick Rd., South Woodford, E.16. Wandsworth 0660. (10496)

**L** ARKETT and Sons, car service in the South of England.—Hevens Garage, Ltd., Reading, Tel. 4439. (10508)

**M** G. spares.—Vertical drives, rockers, valves, rod springs, front axles, rear tanks, 3½ windscreen, chromium plated luggage grids, M type clutch plates, prompt and correct service, see P. & S. columns.

**D** ERINGTON, 159, London Rd., Kingston 5621-2. (10508)

**T** OULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types T.2 and T.4, and N. Magnetics; exchange service dynamos, starters, crankshafts, valves, rods, pistons, and all other parts, drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs, servos, etc. with full range of M.G. spare parts available; we specialise in racing spares.

**W** RITE or phone Toulmin Motors, The Roundabout, Harworth, Middlesex, Tel. Molesley 4401. (10349)

M.G. engine, axle, gear box, reconditioning, recon. exchange blocks, cranks, rockers, v-drive dynos, etc.; new rocker shafts, bushes, valves, guides, springs, gaskets, wire, etc. supplied and repaired, road springs, new and reconditioned—A. K. Williams, Queens Garage, Queens Rd., Wimbledon (Station), S.W.15. Langley 3083. (10433)

## MINKERA

**£175**—Minkera 2-seater limousine, brakes relined, rechromed new sleeves fitted, new battery, in good order throughout.—Ham 3376. (10626)

## MORGAN

**D** ICKES CAR SALES offer:—

**1949** Morgan 19hp sports 2-seater, superlative order, £725.

**D** ICKES CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6089-9. (1462)

**1948** Morgan Sports, colour black and red, red upholstery, low mileage, in perfect condition; 5500.

**R** AYMOND WAY, of Kilburn, hire purchase specialists, has 300 good used cars under £400.—Maids Vale 6044. (10865)

**1938** Morgan 4.4, black, 2-seater, immaculate condition, £335.—Maids, Covent Drive, Conville. (1337)

**M** OROGAN 4.4, July 1949—2-seater, blue, as new, one owner, any trial, six months' guarantee, best offer, source.—Box 2379. (1719)

**1950** Morgan 4.4 2-seater sports, mileage under 3,000, as new; £595.—Bella Service Cars, 144, London Rd., Kingston-on-Thames. Kingston 119. (10865)

## Morgan Cars Wanted

**R** OWLAND SMITH'S, the Morgan buyers—Hampton Road, High St. (Hampton Tube), Ham. 6041. (10946)

**P** RE-WAR Morgan 4.4 2-seater, must be really sound. Bought April 1949, 16,000 miles, 2½ years. (1337)

**R** AYMOND WAY, the hire-purchase specialists, are still buying Morgans and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Maids Vale 6044 (10 lines). (10865)

**M** OROGAN 4.4 official spare parts stockist; service and repairs; Bant. 3272. (10865)

**M** OROGAN 4.4, 1949—2-seater, blue, as new, one owner, any trial, six months' guarantee, best offer, source.—Box 2379. (1719)

**1950** Morgan 4.4 2-seater sports, mileage under 3,000, as new; £595.—Bella Service Cars, 144, London Rd., Kingston-on-Thames. Kingston 119. (10865)

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**M** OROGAN 4.4 official spare parts stockist; service and repairs; Bant. 3272. (10865)

**M** OROGAN 4.4, 1949—2-seater, blue, as new, one owner, any trial, six months' guarantee, best offer, source.—Box 2379. (1719)

**MORRIS Minor saloon wanted**—P. Hovey, 3, Park Ave., North Burnham, Buckingham. (1098)

**MORRIS EIGHT**

**J** UALLY have an 8hp Morris for sale; for details telephone.

**139** 149, Fulham Road, S.W.3. Ken. 1410. (18245)

**D** ICKES CAR SALES offer:—

**1950** Morris 8 saloon, numerous extras, very low mileage £295.

**D** ICKES CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6089-9. (1462)

**1939** Morris 8 2-door saloon, reconditioned engine, £430.—Belov.

**1947** Morris 8 de luxe saloon, black, brown leather, £600.—Vanderrell's (Importers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. (18115)

**1936** Morris 8 2-door saloon, very clean and exceptional condition, £275. Tel. 200-220. (1554)

**1948** Morris 8 series 2 4-door saloon, green, 16,000 miles, one owner, £275. (1295)

**H** UNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., W.14. Putney 2232 and 3562. (1295)

**1938** model Morris 8 4-seater tourer, one owner since 1938, superb car throughout; £285.

**1936** Morris 8 saloon, very good runner, 1936 year, £185.

**V** ALE CAR SALES, 302, Upper Richmond Rd., East Sheen, Prospect 7520. (12448)

**1938** Morris 8 saloon, 4-door, sunroof; £275.—Kings Motors, 1, High St., Hounslow. (2009)

**M** ORRIS 8 saloon, 1943 (first registered), v.g. condition, tyres, brakes, nearest £250.—Bant. 3272. (10865)

**1936** Morris 8 saloon, guaranteed; £240; purchase price £770. (10865)

**1936** Morris 8, 1946, saloon, black, carefully used, exceptional condition; terms, exchange.—£295.

**1936** Morris 8, 1936, 4-seater tourer, black, 295 carefully used, excellent condition, taxed, terms, exchange.—£295.

**1936** Morris 8, 1936, 4-seater tourer, black, 295 carefully used, excellent condition, taxed, terms, exchange.—£295.

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**1936** Morris 8, 1936, 4-seater tourer, black, 295 carefully used, excellent condition, taxed, terms, exchange.—£295.

**1936** Morris 8, 1936, 4-seater tourer, black, 295 carefully used, excellent condition, taxed, terms, exchange.—£295.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## NEWNAME, Ltd.

**1947** (Dec.) Morris 10 saloon, black with brown, excellent condition. £725. (1978)  
**NEWNAME** House, 235-7, 9, Hammermith Rd., London, W.8. Riverside 4146. (1978)  
**1947** **1948** **1949** **1950** **1951** **1952** **1953** **1954** **1955** **1956** **1957** **1958** **1959** **1960** **1961** **1962** **1963** **1964** **1965** **1966** **1967** **1968** **1969** **1970** **1971** **1972** **1973** **1974** **1975** **1976** **1977** **1978** **1979** **1980** **1981** **1982** **1983** **1984** **1985** **1986** **1987** **1988** **1989** **1990** **1991** **1992** **1993** **1994** **1995** **1996** **1997** **1998** **1999** **2000** **2001** **2002** **2003** **2004** **2005** **2006** **2007** **2008** **2009** **2010** **2011** **2012** **2013** **2014** **2015** **2016** **2017** **2018** **2019** **2020** **2021** **2022** **2023** **2024** **2025** **2026** **2027** **2028** **2029** **2030** **2031** **2032** **2033** **2034** **2035** **2036** **2037** **2038** **2039** **2040** **2041** **2042** **2043** **2044** **2045** **2046** **2047** **2048** **2049** **2050** **2051** **2052** **2053** **2054** **2055** **2056** **2057** 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**1937 M.G. N.A.** 12hp 2-seater, supercharged,  
brand new 10-litre engine, built similar to T.C. bearing column chassis, new all-weather equipment, tyres, etc., £675.  
**1938 Buick** 5-litre 2-seater, completely rebuilt, fitted with Buick 2-engine, good all-weather equipment, taxed, £250.  
**1935 Daimler** 5-litre 2-seater, excellent condition, £325.  
**1935 Singer** 4-litre 2-seater tourer, in immaculate post-war condition, probably the finest S.T.R. in the country, new hood, screens, tonneau, tyre, etc.; tax ready at 10 miles per hour; has been sprat on the car. Presently, bills can be produced; cannot be faulted under inspection, £275.  
**SUNBEAM** 5-litre 2-seater, completely rebuilt, A.L.S. £325.  
**Lancia** 2000 cc., 11,000 miles, taxed December, red, no more than £400.  
We would be obliged to receive particulars of Aston, Bentley, Isotta, Hispano, Rolls and Mercedes, etc., for disposal and we will readily purchase them if so far as possible, all correspondence is dealt with by return of post, and our representative will call upon you here in U.I. Britain or appointment.  
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**CROYDON 1937.** [2610]  
**B & G CHILDREN CARB OFFER:**  
**F.F.A.-ROMEO,** supercharged 2½-litre 8-vtl. Le Mans type 2-litre 4-seater, coachwork by Carrozzeria Touring di Milano, Monza coil, available shortly.  
**M.B.M.** 4-litre 4-seater, equipped with special 2-seater, 4.375cc Mercury engine, special heads, twin carburetors, special gearbox, an extremely successful car which was just prepared for this season's events, £595.  
**HUGATTI,** type 44 4-seater, reconditioned entirely by Bugatti specialists at a cost of more than £200; £395.  
**RUBATI,** type 30 Grand Sport 3¼-seater, reclining seat, leather upholstery, complete all-weather equipment, £285.  
**G.O.** K3-type Manxette road-going coupe, choice of two well-known cars, £295 and £305.  
**G.O.** T-Type 2-seaters, entirely reconditioned throughout, £365.  
**G.O.** V Type 2-seater, £305.  
**G.O.** 1936 P-type 2-seater, excellent condition all round, £325.  
**G.O.** 1937 4-seater, special series, 9hp engine, manual gearboxes, excellent all-weather equipment, £375.  
**VALMOT** 105, 2-seater, new hood and tonneau cover, 4 new tyres, £495.  
Interested purchasers of the better makes of British and Continental sports cars, open or closed, modern or vintage, who have seen Laid Lawton Euzard, Bedfordshire, Tel. 2060. [1223]

**B & G MOTORS offer:-**  
**E155**-Lagonda 2-litre 12-hp low-chassis open speed model 4-seater, taxed, grey and blue. Tax ready, very fast running, light steering, quick response, a very imposing vehicle which must make its mark in the market.  
**E165**-Singer Le Mans open sports 4-seater, 1935 model, in silver, goes really well, fast and comfortable.  
**E155**-Hillman 18 open sports 4-seater, whole car has been rebuilt and over £100 spent on it most effective body work and chromium-lined interior.  
**E145**New hood and screen, reconditioned engine, 2 new wheels, tax ready, £295.  
**E145**-Rover 10 open sports 4-seater, a really solid build.  
**E145** sound car in excellent mechanical order, but due to the agency being able to supply a little bit of dark seriously, if repeated nicely would be worth about £100 less.  
**E140**-Woolley Hornet 12hp Daytonas open sports 4-seater, go like a bomb, has twin carbs, chrome plated exterior, looks lovely, rather poor though but still at this figure "As a bloomin' bargain."  
**E140**-Austin 750cc open sports Arrow 2-seater, in perfect running order, also a spare set of wheels, £145.  
**E145** excellent running early motor and still the job for those interested in archaic types reliable, cheap.  
**Town & Motor Works, Arlington Rd., Cambs.**  
**F. Towle Motors, Guildford 3578.**[2240] [2240]  
**B & G MOTOR CARS OFFER:**  
**CHARACTER CARS OFFER:**  
SELECTION of vintage and sports cars, 2- and 4-seaters, in far above average condition; please telephone for details of current stock.  
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**O'BRIEN THWAITES Esq.**, Isle of Service Dept., Manor Mill Garage, Merriman-Ar-Worthal, Truro, Cornwall. (Tel. Perran-Ar-Worthal).  
**CHARACTER CARS 124-126, Haywards Rd., Wimbledon, S.W.19.** Liberty 7677-S, 10 minutes South London, near Brompton Bus stop our door. See week-days 9 until 7.  
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**E25**s-Riley Sprint, 1936, 1½-litre, supercharger, 2-seater, metallic ruby, red leather, manual transmission, alloy wheel covers, rear tank very strong tree, carefully used excellent condition; terms, cheques - Rowland Smith below.  
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**E25**s-Hawkins Roadster, 1936, 1½-litre, Hampden, Hampshire 6041.  
**N.W. JAGUAR** specially low-built 2½-litre 2-seater, 2 doors, 2 seats, 2 windows, 2 side, ferrule in performance.  
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**RAYMOND WAY, of Kilburn.**  
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2850, 2852, 2854, 2856, 2858, 2860, 2862, 2864, 2866, 2868, 2870, 2872, 2874, 2876, 2878, 2880, 2882, 2884, 2886, 2888, 2890, 2892, 2894, 2896, 2898, 2900, 2902, 2904, 2906, 2908, 2910, 2912, 2914, 2916, 2918, 2920, 2922, 2924, 2926, 2928, 2930, 2932, 2934, 2936, 2938, 2940, 2942, 2944, 2946, 2948, 2950, 2952, 2954, 2956, 2958, 2960, 2962, 2964, 2966, 2968, 2970, 2972, 2974, 2976, 2978, 2980, 2982, 2984, 2986, 2988, 2990, 2992, 2994, 2996, 2998, 3000, 3002, 3004, 3006, 3008, 3010, 3012, 3014, 3016, 3018, 3020, 3022, 3024, 3026, 3028, 3030, 3032, 3034, 3036, 3038, 3040, 3042, 3044, 3046, 3048, 3050, 3052, 3054, 3056, 3058, 3060, 3062, 3064, 3066, 3068, 3070, 3072, 3074, 3076, 3078, 3080, 3082, 3084, 3086, 3088, 3090, 3092, 3094, 3096, 3098, 3100, 3102, 3104, 3106, 3108, 3110, 3112, 3114, 3116, 3118, 3120, 3122, 3124, 3126, 3128, 3130, 3132, 3134, 3136, 3138, 3140, 3142, 3144, 3146, 3148, 3150, 3152, 3154, 3156, 3158, 3160, 3162, 3164, 3166, 3168, 3170, 3172, 3174, 3176, 3178, 3180, 3182, 3184, 3186, 3188, 3190, 3192, 3194, 3196, 3198, 3200, 3202, 3204, 3206, 3208, 3210, 3212, 3214, 3216, 3218, 3220, 3222, 3224, 3226, 3228, 3230, 3232, 3234, 3236, 3238, 3240, 3242, 3244, 3246, 3248, 3250, 3252, 3254, 3256, 3258, 3260, 3262, 3264, 3266, 3268, 3270, 3272, 3274, 3276, 3278, 3280, 3282, 3284, 3286, 3288, 3290, 3292, 3294, 3296, 3298, 3300, 3302, 3304, 3306, 3308, 3310, 3312, 3314, 3316, 3318, 3320, 3322, 3324, 3326, 3328, 3330, 3332, 3334, 3336, 3338, 3340, 3342, 3344, 3346, 3348, 3350, 3352, 3354, 3356, 3358, 3360, 3362, 3364, 3366, 3368, 3370, 3372, 3374, 3376, 3378, 3380, 3382, 3384, 3386, 3388, 3390, 3392, 3394, 3396, 3398, 3400, 3402, 3404, 3406, 3408, 3410, 3412, 3414, 3416, 3418, 3420, 3422, 3424, 3426, 3428, 3430, 3432, 3434, 3436, 3438, 3440, 3442, 3444, 3446, 3448, 3450, 3452, 3454, 3456, 3458, 3460, 3462, 3464, 3466, 3468, 3470, 3472, 3474, 3476, 3478, 3480, 3482, 3484, 3486, 3488, 3490, 3492, 3494, 3496, 3498, 3500, 3502, 3504, 3506, 3508, 3510, 3512, 3514, 3516, 3518, 3520, 3522, 3524, 3526, 3528, 3530, 3532, 3534, 3536, 3538, 3540, 3542, 3544, 3546, 3548, 3550, 3552, 3554, 3556, 3558, 3560, 3562, 3564, 3566, 3568, 3570, 3572, 3574, 3576, 3578, 3580, 3582, 3584, 3586, 3588, 3590, 3592, 3594, 3596, 3598, 3600, 3602, 3604, 3606, 3608, 3610, 3612, 3614, 3616, 3618, 3620, 3622, 3624, 3626, 3628, 3630, 3632, 3634, 3636, 3638, 3640, 3642, 3644, 3646, 3648, 3650, 3652, 3654, 3656, 3658, 3660, 3662, 3664, 3666, 3668, 3670, 3672, 3674, 3676, 3678, 3680, 3682, 3684, 3686, 3688, 3690, 3692, 3694, 3696, 3698, 3700, 3702, 3704, 3706, 3708, 3710, 3712, 3714, 3716, 3718, 3720, 3722, 3724, 3726, 37

















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**OFFICIAL** retailers, will be pleased to accept orders for future delivery.  
**BENTLEY** Mark VI 4½-litre 4-door special streamline saloon, coachwork by H. J. Mulliner & Co., Ltd., Radcliffe car radio and heater, spring balanced boot lid affording extra luggage accommodation, bonnet locks and petrol filler lock, finished to choice.  
**BENTLEY** Mark VI, specially designed razor-edge sports saloon, coachwork by H. J. Mulliner & Co., Ltd., finished to choice.  
**BENTLEY** Mark VI 4½-litre special drop head coupe, coachwork by H. J. Mulliner & Co., Ltd., finished to choice.  
**CAR MART, Ltd.**, 830, Euston Rd., N.W.1. Euston 1012.  
**DAVID ROSEFIELD, Ltd.**

**OFFICIAL** Manchester Bentley and Rolls-Royce retailers.  
**SHOWROOMS:** 76, Deansgate, Manchester.  
**PHONE:** Blackfriars 4942.

**SERVICE** station: Cheadam Hill Rd., Manchester, 8. Tel. Blackfriars 2302.

**ROSE** Ltd., Northampton. (1950)  
**OFFICIAL** Bentley retailers.  
**SHOWROOMS** and service.

**MAREFAIR, Northampton.** Tel. 4540. (1950)  
**JACK OLDING, of Mayfair,** the official retailers, will be pleased to quote delivery of new and used Bentley and Rolls-Royce cars on application—Audley House, North Audley St., W.1. Mayfair 5242. (1917)

**RIPPOBROS, Ltd.**, the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork: Rolls-Royce specialists since 1905—Rippon Bros., Ltd., Huddersfield 6340. (1949)

**H. A. FOX & Co., Ltd.**, official Rolls-Royce and Bentley retailers and repairers, please consult us for delivery quotations of new Rolls-Royce and Bentley cars—H. A. Fox & Co., Ltd., 5-5, Burlington Gardens, Bond St., W.1. Tel. Regent 1067. (1944)

**U.M. Ltd.**  
**UNIVERSITY MOTORS, Ltd.**, Joint Distributors, for London, Home and Eastern Counties, also Berks, Beds and Bucks.  
**UNIVERSITY MOTORS, Ltd.**, Stratton House, 89, F. St., W.1. Gro. 4131. (1917)

**J.N., Ltd.**  
**JOINT** distributors for London, Home and Eastern Counties also Berkshire, Bedfordshire and Buckinghamshire.  
**FALCON Works, London Rd., Isleworth, Middlesex.** (1947)

**REYLL, DAVIES & MARCH, Ltd.**  
**OFFICIAL** Bristol retailers.  
 42, May's News, Berkeley Sq., W.1. Gro. 2563. (1939)

**DEALERS** for Norfolk: Bristol sales, service and repairs—Busher & Patteners, Ltd., Chapel Field Road Garage, Norwich. Tel. 24184-5. (1930)

**SCOTLAND and Northern England:** consult the enthusiasts—James H. The Distributors, 25, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7396.

**ANTHONY COOPER, Ltd.**, latest models with all modifications on view now at Anthony Crook Motors, Ltd., leading distributors of Bristol cars—Caterham Hill, Surrey. Tel. 2524-3. (1950)

**BUICK**  
**BUICK—Sole** concessionaires, Lendrum & Hartman, 9 Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (1938)

**CADILLAC—Sole** concessionaires, Lendrum & Hartman, 9 Ltd., Buick House, Albemarle St., London, W.1. Regent 7121. (1938)

**DISTRIBUTORS** for London and Home Counties require good Chevrolet cars—Britton & Coleman Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tom. 3580. (1975)

**C. O. NORMAN & Co.**  
**CITROEN** sole distributors for the County of London.  
**SHOWROOMS** and service, 50 Vauxhall Bridge Rd., S.W.1. Victoria 2211. (1937)

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**DAIMLER** 2½-litre Empress saloon on special sports chassis with coachwork by Hooper & Co., Ltd., finished black.  
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**DELAMAYE**  
**SELBORNE (MAYFAIR), Ltd.—Concessionaires** for G.R. Brit. Empire U.S.A.—42, Park St., U.K. deliveries 6-8 months. (1962)

**WHEELERS (NEWBURY), Ltd.**  
**DELOW** distributors for Berks and Hants: sales, service and spares, demonstration car.  
**WHEELERS (NEWBURY), Ltd.**, The Broadway, Newbury, Tel. 1020. (1955)

**DISTRIBUTORS** for Norfolk: Delow sales, service and spares—Bosher & Patteners, Ltd., Chapel Field Road Garage, Norwich. Tel. 24184-5. (1921)

**GORDON GARAGE (DULWICH), Ltd.**, Delow distributors for London and South-Eastern Counties: sales, service and spares—33-35, East Dulwich Rd., London, S.E.22. New Cross 2456. (1910)

**ARTHUR E. COULD, FORD**  
 14, W.C.1. Main Road, 5075. (1956)  
**W.C.1. PEACOCK, Ltd.**, main Ford dealers, sales and service, coachbuilding, insurance—219-221, Balham High Rd., S.W.17. Balham 4400. (5 lines). 104, Ford Rd. Folkestone. Folkestone 51222 (2 lines). (1976)

**FRAZER NASH**  
**REQUESTS** for literature and information in respect of the Frazer Nash, Le Mans Replica, Mille Miglia and drop head coupe models should be addressed to A.F.N., Ltd. Falcon Works, London Rd., Isleworth, Hounslow 0011. (1977)

**HEALEY**  
**FOR** Healey service and sales in Norfolk and Suffolk contact Bosher & Patteners, Ltd., Chapel Field Road Garage, Norwich. Tel. 24184-5. (1933)

**H.R.C.**  
**HAROLD RADFORD & Co., Ltd.**, sole distributors for London and Home Counties—Sales and service at Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (1930)

**HUMBER**  
**BARNET** area—Number main dealers—Hadley Green Garage, Ltd., 282-204, High St., Barnet 0532. (1912)

**JAGUAR**  
**HENLY, Ltd.**  
**ENGLAND'S** largest Jaguar distributors.  
**DEVONSHIRE House, Piccadilly, W.1.** (Grosvenor 4444)  
**ENLY House, 385, Euston Rd., N.W.1.** (Euston 4444)  
**MANCHESTER:** 1-5, Peter St., (Blackfriars 7843). (1955)

**WEMBLEY COURT MOTORS.**  
**JAGUAR** sales, order your new Jaguar from the main dealers.  
**WEMBLEY COURT MOTORS, High Rd., Wembley.** Tel. Arnold 3000. (1950)

**COOMBS & SONS (GUILDFORD), Ltd.**, for Jaguar sales and service.  
**MAIN** agents for South-West Surrey—St. Catherine's Garage, Guildford GU10 979-9. (1944)

**W. H. SHIRRE, Ltd.**, specialists in repair and parts service, large stocks available—Parkers, Ltd., Bradgate, Bedfordshire, Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. (1931)

**JOWETT**  
**BENTLEY & PARTNERS, Ltd.**  
**JAVELIN, Jupiter and Bradford** main agents.  
**SPECIALIZED** sales, service and spares available.  
 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. Spares and Service: Sloane 9447. (1975)

**NEWNHAM, Ltd.**  
**JAVELIN and Bradford** main agents: sales and service—Purville, Surrey. Tel. Brookwood 2201-2-3. (1979)

**W.S. H.V. 4646.** (1938)  
**JOWETT** sales and service.  
**CLARK'S** of FIREBRIGHT, automobile engineers—Tel. Brookwood 2201-2-3. (1979)

**HAROLD RADFORD & Co., Ltd.**  
**JAVELIN and Bradford** main agents.  
**SALES** and Service.  
**HAROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (1930)

**COME** to the specialists for anything Jowett.  
**ODEON MOTORS, Ltd.**, Barnet, Herts. Tel. Barnet 4100. (1941)

**JOWETT—East Surrey's** leading agents for Javelin and Bradford vans—Carr Bros., High St., Purley, Uplands 0812. (1975)

**KINGSTON-ON-THAMES** main agents for Jowett Javelin and Bradford vans—O. W. Wilkin, Ltd., Weston Park, Kingston 2241-2. (1980)

**JOWETT** main agents for Manchester—Baxton & Jeffries, Ltd., 82, Wilmore Rd., Didsbury, Manchester 20. Tel. Didsbury 5340. Spares in stock. (1942)

**WIMBUSH & Co., Ltd.**, Headfort Place, S.W.1, offer complete service and spares for Bradford and Javelin—Service Sloane 0151. Sale, Abbey 6996. (1917)

**RED CIRCLE, Ltd.**—Main agents for Jowett Javelin and Bradford commercial, spare, sales and service—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tel. 197/555. (1975)

**EDINBURGH—Complete** Jowett, Javelin and Bradford commercial vehicle service: full stock of spares, factory trained personnel—Eastern Motor Co., Ltd., 54 George St., Edinburgh. (1989)

**KAISER FRAZER**  
**KAISER FRAZER** concessionaire for Great Britain sales and service, applications invited from Corps Diplomats and American service personnel for supply of Kaiser automobiles, long distance new Henry J. as direct imports from U.S.A.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Tel. Rother 2201. (1950)

**LACONDA**  
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**OFFICIALLY** appointed Laconda retailers.  
**SALES** and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). (1933)

**LEA-FRANCIS**  
**WHEELERS (NEWBURY), Ltd.**  
**LEA-FRANCIS** distributors for Berks, parts of Hants and Wilt, sales, service and spares.  
**WHEELERS (NEWBURY), Ltd.**, The Broadway, Newbury, Tel. 1020. (1956)

**CARDIFF, Glamorgan.** Monmouthshire distributors for Lea-Francis cars—Enquiries invited direct from LEA-FRANCIS, 8-10, City Rd., Cardiff. Tel. 5771. (1956)

**WEST** Yorkshire distributors of Lea-Francis cars—Marshall (Hallifax), Ltd., Kinn's Cross Rd., Hallifax. Tel. 5044. (1970)

**J. C. ALEXANDER, Ltd.**, main distributors in the North for the Lea-Francis products—190, Deansgate, Manchester. Tel. Deansgate 4795. (1934)

**DISTRIBUTORS, Lea-Francis,** sales, service and spares—Bosher & Patteners, Ltd., Chapel Field Road Garage, Norwich. Tel. 24184-5. (1921)

**LEA-FRANCIS—Birmingham** and Midlands distributors—Henry Garner, Ltd., Showrooms, 221, High St., Deritend, 12, Works: 120, Alcester Rd., Moseley, 13. (1921)

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**FOR** earliest delivery and expert service—Westcombe Motors, Ltd., Imperial Garage, Winchester. Distributors for Hampshire. Tel. 4174. (10114)

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**BASIL ROY, Ltd.**, Morgan distributors: orders now accepted—161, St. Portland St., W.1. Latham 7793. (19510)

**MORGAN Plus four—Full** specification on request—M. Motors (London), Ltd., Distributing Agents, St. North Rd., East Finchley Station, N.2. Tudor 2501-2. (19135)

**MORRIS**  
**SURREY MOTORS, Ltd.**, Bath St., Sutton—Morris main dealers Sutton and district: spares and service. Tel. Vig 4444. (1964)

**NASH**  
**NASH** cars spares and repairs through Nash Concessionaires, Ltd., only—Nash St., Albany St., N.W.1. Euston 5556. 9. (1942)

**OLDSMOBILE**  
**DISTRIBUTORS, Oldsobile, Ltd.—Sales, Service** and Spares—Bridley Heath Garage, nr. Langheath, Surrey. Tel. Lingwood 350-1. (1982)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining Counties—Les Garages, Ltd., 2, Lexington St., W.1 (Gerrard 0020), Service Workshops and Spare Parts 7, Penrider Villa (nr. Westbourne Grove), W.1. Bayswater 6626-7. (1925)

**OPEL**  
**LANCASHIRE** and Cheshire distributors for Opel sales, service and spares.  
**GROVENOR GARAGE, Burnage Lane, Manchester.** 19, R. 2874-5. (1919)

**PEUGEOT**  
**TOM KNOWLES, Ltd.**, Peugeot concessionaires (St. Britain), 19, Brick St., Piccadilly, W.1. May 5553. (1953)

**PONTIAC**  
**PONTIAC—U.S. Concessionaires, Ltd.**, Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Pimlico 7752-4. Also at Pontiac works, Fernbank Rd., Asot, Berks. (1950)

**RENAULT**  
**RENAULT—Distributors** Birmingham—Henry Garner, Ltd., Showrooms 221, High St., Deritend, 12, Works 120, Alcester Rd., Moseley, 13. (1903)

**RILEY**  
**RILEY** distributors Wembley and district—Your enquiry invited—Monitor Motors, Wembley 2636. (1950)

**ROLLS-ROYCE**  
**CAR MART, Ltd.**  
**OFFICIAL** retailers, will be pleased to accept orders for future delivery.  
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**CAR MART, Ltd.** 330, Euston Rd., N.W.1. Euston 1212. (1917)

**ROSE, Ltd., Northampton.** (1974)  
**OFFICIAL** Rolls-Royce Retailers  
**SHOWROOMS** and service  
**MAREFAIR, Northampton.** Tel. 4540. (1950)

**DAVID ROSEFIELD, Ltd.**  
**OFFICIAL** Manchester Rolls-Royce and Bentley retailers.  
**SHOWROOMS:** 76, Deansgate, Manchester. (1950)

**PHONE** Blackfriars 4942  
**SERVICE** Station, Cheadam Hill Rd., Manchester, 8. Tel. Blackfriars 2308. (1951)

**JACK OLDING, of Mayfair,** the official retailers, will be pleased to quote delivery of new and used Rolls-Royce and Bentley cars on application—Audley House, North Audley St., W.1. Mayfair 5242. (1917)

**RIPPOBROS, Ltd.**, the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork: Rolls-Royce specialists since 1905—Rippon Bros., Ltd., Huddersfield 6340. (1949)

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**ROVER distributors.**  
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**ENLY House, 385, Euston Rd., N.W.1.** Euston 4444. (1934)

**COME** to the pre-war specialists for anything Rover.  
**ODEON MOTORS, Ltd.**, Barnet, Herts. Tel. Barnet 4100. (1941)

**COOMBS & SONS (GUILDFORD), Ltd.**, nr. Rover sales and service.  
**MAIN** agents for South-West Surrey—St. Catherine's Garage, Guildford GU10 979-9. (1944)

**NORTHAMPTONSHIRE** and North Bucks—Grosvenor, Ltd., Rover distributors and parts service—Marefair, Northampton. Tel. 4540. (1917)

**ROSEFIELD** for Rover: distributors for Lancashire and Cheshire—D. Rosefield, Ltd., 76, Deansgate, Manchester. Tel. Deansgate 5455. (1960)

**PLYMOUTH & Devon & Cornwall—R. Humm & Co.**, Rover distributors, sales, service and spares specialists—Alexandra Rd., Plymouth. Tel. 5055. (1901)

**SINGER—Birmingham** and Midlands distributors—Henry Garner, Ltd., Showrooms, 221, High St., Deritend, 12, Works: 120, Alcester Rd., Moseley, 13. (1901)

**SINGER—O & Lawrence (Motors), Ltd.** Aylesbury, parts distributors for Mid and North Bucks and parts of Herts. spares service. Aylesbury 268. 1016.  
**MANCHESTER**, South Lancashire, North Cheshire—specialized sales, service and spares specialists—Parkers Ltd. Distributors, Bradshawgate Bolton 7, 400 Deansgate, Manchester. Deansgate 4507. (1919)





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**LARR EQUIPMENT CO.**, Ltd., 20, Avonmore Rd., W.14 (opposite Olympia), Fulham 421 (3 lines)  
**BIRMINGHAM**, West Midlands & Central Wales:—  
**MARLER & PARTRIDGE**, Ltd., Fox Hollis Garage, Acacia Grove 0901.

**EAST MIDLANDS**, Eastern Counties and South Yorks:—  
**DICKENS (SHOCK ABSORBERS)**, Ltd., Bullivant St., Alfred St. Central, Nottingham. Nottingham 40490.

**NORTH-WEST** England:—  
**PRACEORIDE MOTORS**, Ltd., Brook's Bar, Manchester, 16, Moss Side 2245-6.

**SCOTLAND**—  
**JAMES H. GALT, Ltd.**, 71-73, Dobies Loan, Glasgow. Phone No. DOUGLAS.

**INSIST** on genuine Armstrong replacement spares.

**JOHN A. SPARKS & Co.**, for (0498)

**DUVAK & GIRLING**—As the largest stockholders we can now execute 95% of all orders received; immediate exchange replacement.

**JOHN A. SPARKS & Co.**, Girling Main Distributors, 3, Stretton Hill, S.W.2, Tel. 3424 (4 lines), (0356)

**JOHN HODGKINSON (ANDERLEY)**, Ltd.—  
Repairs with Rotoflo.

**ORDERS** despatched same day, post or rail.

**TRADE** enquiries welcomed.

**OVER** the counter service.

**QUIT** and forget.

**LET** us have your linkage for conversion and

**OBTAIN** the "new ride" from the main distributors for London (South of the Thames), Kent and Surrey—Croydon Rd., Anerley, S.E.20, Tel. Sydenham 7366-7.

**ROBIN HOOD GARAGE (ANERLEY)**, Ltd. (0072)

**ROTOFLO** dampers, distributors for North, North West London and Hertfordshire, large stocks for immediate conversions, trade enquiries invited.

**BROADFIELD'S GARAGE & ENGINEERING CO.**, Ltd., Standard House, Cockfosters, Tel. Barnet 7301-2 (0519)

**YOUNG'S**—Shock absorber exchange service, all popular types, 32 each; carriage extra.—Young's, 32, Tooting Bec Rd., S.W.19, Balham 7791. (0435)

**A** L.L. types, Eastern Counties largest stockists, Armstrong Girling, Luvax, Newton, etc. makers' units, Prentice Aircraft & Cars, Ltd., Ipswich Suffolk 7268-9.

**ROTOFLO** shock absorber service available immediately from the distributors—Cuttie's Unit Development, Ltd., Church Gate, Leicester. Tel. 63251-3-3-4. (0103)

**A** SERVICE unsurpassed—Change to Rotoflo, your linkage reconditioned, fitted to Rotoflo dampers and returned same day as requested; Rotoflo dampers, Herts and Central Bucks distributors.

**BROADFIELD'S GARAGE & ENG. CO.**, Ltd. Standard House, Cockfosters, Herts. Tel. Barnet 7301 (0519)

**DELCO** LOVJOY shock absorbers—reconditioning service 48 hours, some Wingham type, exchange, specialists front suspension, 4, Brunel Rd., 17, Oxford Mews, W.2. Pad. 1772. (0468)

**SCOTTISH** Shock Absorber Specialists; immediate despatch, Armstrong, Girling-Luvax, Woodhead-Munroe; manufacturers' replacement units and conversion sets, all types, 48 hours, 4, Brunel Rd., 17, James N. Inglis, Ltd., 1a, Belford Rd., Edinburgh 4, Tel. 34621 (0550)

**SCOTTISH** Shock Absorber Specialists; immediate despatch, Armstrong, Girling-Luvax, Woodhead-Munroe; manufacturers' replacement units and conversion sets, all types, 48 hours, 4, Brunel Rd., 17, James N. Inglis, Ltd., 1a, Belford Rd., Edinburgh 4, Tel. 34621 (0550)

**GARAGE** owners wishing to retire should consult the experienced specialists—Business Brokers, Ltd., 46 St. James's Place, London, S.W.1. (Resent 4750) (0148)

**WOODHEAD** Monro double acting telescopic shock absorbers, replacement units for American and English cars, also conversions for Ford Prefect, Austin, Hillman, Vauxhall, etc.—Particulars of your nearest stockist to Lancashire & Cheshire Distributors, Hydraulic Spring Centre, 10, Leeds Rd., Nelson. Tel. 202 (0463)

**NEWTON**—Shock absorbers—Modern engineering, A method of suspension control conversion kits available for various cars, including:—Austin, Morris, Wolseley, Hillman, Humber, Austin, Standard, Jaguar, Rover, etc.—University Motors, Ltd., Grosvenor Dr., 1, Hertford, Herts. Tel. 311 (0450)

**SHOCK** absorbers—The most comprehensive stocks in the North for Girling, Luvax, Armstrong patents and Woodhead-Munroe old cars having damper problems, require specialist attention with genuine makers' replacements.—The Headingway Motor & Eng. Co., Ltd., Rectory Rd., Leeds, 5, 2nd, Leeds 500-1 (0463)

**THE** London distributors for West and East areas:—  
The wonderful Rotoflo new principle shock absorbers are Messrs. Shock Absorber Service, 125, Lower Clapton Rd., E.5, who are equipped to give "over the counter" service for dampers to fit most cars; please send your old units complete with springs, which will be returned to you. Numbers 5469 for information; full trade discount given—West End Depot, 364, Uxbridge Road, Shepherd's Bush, W.2. Tel. Shepherd's (0158) 4251.

**SILENCERS**

**BURGESS** Straight-through silencer will boost your car's power by eliminating back-pressure. Please order through our usual service partners, who have model and year of car; the trade is invited to see for current prices in our new Products Co., Ltd., Hinkley, Leics. Tel. Hinkley 700. (0461)

**RICHFIELD** SPEEDOMETERS

**SPEEDOMETER** repairs.—Rev. counters, electric and lever clocks by England's most prompt, efficient and economical service. Immediate replacements for most makes, order through our usual service partners, who have fully qualified staff; all repairs guaranteed.—See below.

**RECONDITIONED** clocks, new or used, complete with S type; state year, make and h.p.; all cables guaranteed.

**RICHFIELD & SON, Ltd.**, 8, Broadlands Place, London, W.1. Wel. 0403 (5 lines). Established 13 years.

**REVISION** indicators, positive driven type, 5/7/6, delivery 2/6 each.

**EVOLUTION** indicators, latest type, self-contained electrically driven, Mark IVB, with equally clean and reliable 5/10/00, 20/00, 30/00, 40/00, 50/00, 60/00, 70/00, 80/00, 90/00, 100/00, 110/00, 120/00, 130/00, 140/00, 150/00, 160/00, 170/00, 180/00, 190/00, 200/00, 210/00, 220/00, 230/00, 240/00, 250/00, 260/00, 270/00, 280/00, 290/00, 300/00, 310/00, 320/00, 330/00, 340/00, 350/00, 360/00, 370/00, 380/00, 390/00, 400/00, 410/00, 420/00, 430/00, 440/00, 450/00, 460/00, 470/00, 480/00, 490/00, 500/00, 510/00, 520/00, 530/00, 540/00, 550/00, 560/00, 570/00, 580/00, 590/00, 600/00, 610/00, 620/00, 630/00, 640/00, 650/00, 660/00, 670/00, 680/00, 690/00, 700/00, 710/00, 720/00, 730/00, 740/00, 750/00, 760/00, 770/00, 780/00, 790/00, 800/00, 810/00, 820/00, 830/00, 840/00, 850/00, 860/00, 870/00, 880/00, 890/00, 900/00, 910/00, 920/00, 930/00, 940/00, 950/00, 960/00, 970/00, 980/00, 990/00, 1000/00, 1010/00, 1020/00, 1030/00, 1040/00, 1050/00, 1060/00, 1070/00, 1080/00, 1090/00, 1100/00, 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## BUSINESS AND PROPERTY, SITUATIONS, BOOKS

**A**LDRIDGES (Est. 1755), Auctioneers & Estate Agents, William Rd., N.W.1. Tel. Euston 2352.

**H**ANTS.—Main Southampton Road, garage and filling station, repairs and a/h car sales, ign. workshop and office, 50,000 gall. p.a. sound business; inspected and read.

**B**EDGE.—Garage and Service Station, repairs and petrol. Showroom and workshops, very comprehensive equipment, bungalow 6 rms., k. & b. Frhld; going concern. £2,500.

**S**R. KENT.—General Garage and Filling Station, repairs and a/h car sales, 3 pumps, mod. showroom and workshop, with flat 2 rms., k. & b.; garage 60 cars; fully equipped. Frhld. £7,500.

**E**STABLISHED Motor business, S.W. Suburb.—New and a/h car sales, main agencies extensive mod. Frhld premises, showrooms, office and workshops; a substantial concern with large T.O.; read.

**F**URTHER particulars of the above and other garages available from Aldridges Estate Department.

**G**ARAGE, main road nr. Egham, 1,500 sq. ft. forecourt, ign. fact. accom. 4 large rooms, etc. place passed for pet. purpose, tremendous scope, T/O £6,000 accs. net; case 115/7m, rent £200, £1,715 a.s.v. Adams & Co., 4, Sandridge Parade, Bromley, Kent. (1950)

**M**OTOR Repair Business and Showrooms for sale, near Weybridge, 13 years lease; offers for quick sale; owners emigrating. -Box 2261. (1950)

**L**INCOLN.—Buy Country Garage near coast town; de- l. locked bungalow; small showroom, garage 10; 3 pumps; full equipment; land 1 acre; gallowings 1,000 weekly; large turnover and profits; freehold £4,500 every- thing—Apply Church, Howard & Hills, Ltd., 30, Row Rd., Richmond, Tel. Ric. 3080.

**S**OUTHERN.—General Garage, Petrol Station; 13 lock- up, workshop, car park; very well equipped; 2 hire cars; 3 pumps; mainly freehold; bargain; price £5,000.—Church, Howard & Hills, Ltd., as above. (1950)

**W**ORKING DISTRICT.—Sound Garage Filling Station; 3 pumps, well-appointed workshop; turnover £11,500. lease, rent £115; price £4,500; recommended.—Church, Howard & Hills, Ltd., as above. (1950)

**D**EXLEY HEATH.—Garage, going concern, excellent B position, 130 ft. frontage, 4 pumps, 800 saloons per week, spacious repair workshops, showrooms, car sales, Citroën/ Renault distributors; Austin, Standard, etc.; Ford main dealers; vacant possession on very attractive spacious flat, 3 bedrooms, etc. very modern; turnover £65,000 last year; price, £16,000. freehold.

**W**. RAYMER SKIFF, Estate Agent, 70, Mayplace Rd. West, Bexleyheath E103 (9-9). (1950)

**N**ORTH DEVON.—For sale by private treaty with vacant possession on completion, freehold modern attractive filling station with garage and good living accommodation, room intended for sale with French doors leading to the garden, and field of approximately 1 acre, good pull-in, main road.—Full particulars from Smyth-Richards and Stapleton, 3, Castle St., Barn- staple, N. Devon. (1951)

**C**ARAGE and hire service West Ham—14 hire cars, 6 fitted 2-way radio, turnover £20,000 p.a. terrific opportunity 8 H. cars (now 10), important main road position, 72 years' lease at £260 p.a., 10-roomed house, large garden, electric pumps and full equipment; price £17,500. A.A.—Apply H. Huxley & Co., 50/60, Victoria St., London, S.W.1. Victoria 6556 (3 lines). —We can sell yours too. (1951)

**B**IRMINGHAM.—One of the city's largest private hire B businesses, 12 cars valued at £5,000, large work- shop fully equipped, garage for 20 cars, good car sales, 3 electric pumps, 30,000 gallons sales p.a., signed contracts for private hire £10,000 p.a., 10 persons on staff, good main road position, small showroom; also, if required, freehold semi-detached house ten minutes from business principals only.—H. Dean, 26, Chestnut Drive, Edingdon, Birmingham, 24. (1950)

(Continued on next page)

HOTELS, AUCTIONS, TENDERS, ETC.  
SEMI-DISPLAYED SECTION

## HOTELS

**D**ELIGHTFUL country holidays, Thornton Guest House, Northham, Sussex. Tel. 2167. 5-6 rms inclusive. (1948)

**F**OLKESTONE, overlooking Channel, modern com- forts, h. & c., gas area bedrooms.—"Wharfe- tale," Wear Bay Rd. Tel. 51150. (1948)

**B**URLINGTON HOTEL, Folkestone, Restful, sum- mery holidays with comfort, good food and attentive, courteous service. On beach facing sea. Fully Homed, A.A., R.A.C., 4 star. For terms—Apply Manager, Folkestone 4665. (1950)

**£4/15-£5/5** covers delightful week's holiday in Kentish beauty spot, incl. swimming, tennis, miniature golf, putting, games, jolly even- ings; excel. food; cosy chalets.—Write to Woodlands Holiday Camp, near Sevenoaks, Kent. (1950)

**I**n the heart of the lovely Lammermoirs, yet only 32 miles from Edinburgh; Rathburne Hotel, Longnucnac, Berwickshire. Home produce, excel- lent cooking, trout streams, riding, 3,000-volume library, etc. "Out of the world and into Longnuc- nac." Send for brochure. (1947)

**B**ROCKHAMPTON PARK HOTEL, Home of the White Deer, near Cheltenham, Glos.—A perfect change from the seaside; spend your holidays or week-ends in the peaceful, unspoiled Cotswolds; the most beautiful hotel on the Cotswolds, 40 bedrooms, club licence, riding, tennis (hard or grass courts), golf, rough shooting, coarse fishing, dancing, bill- ards, television, h. & c. in all rooms, interior—sprung mattresses, excellent cuisine.—Write for Brochure E. (1971)

## AUCTIONS

**C**HARLES RICKARDS, LTD.

Est. 100 years.

IN THE HEART OF LONDON.

**M**OTOR AUCTION SALE

Twice Weekly

**T**UESDAYS & **T**HURSDAYS

at

2 p.m.

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**DESIGNERS** with experience of commercial and passenger vehicle chassis, diesel engines and vehicle transmissions, etc., required by

**A.C.C. Ltd.**, Southern, Middlesex. Applications, in writing, to Staff Records Office, stating age, experience and salary required. -Box 2226. (1975)

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**MOTOR** mechanic required, good all-round experience, etc., apply 55, W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. (1900)

**MOTOR** mechanic required, good all-round experience, must be good driver; -Apply, Paddon Bros., 60, Choral Place, London, S.W.7. (1984)

**N.W. London** garage had vacancy for forward-service manager, experience in estimating and staff management essential; excellent opportunity for the right man. -Box 2532. (1982)

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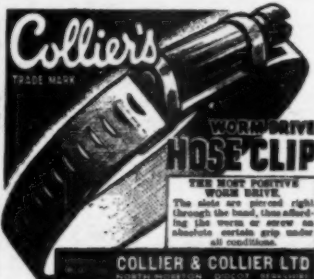
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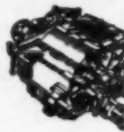
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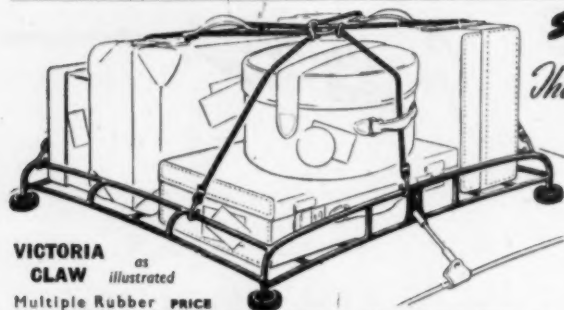
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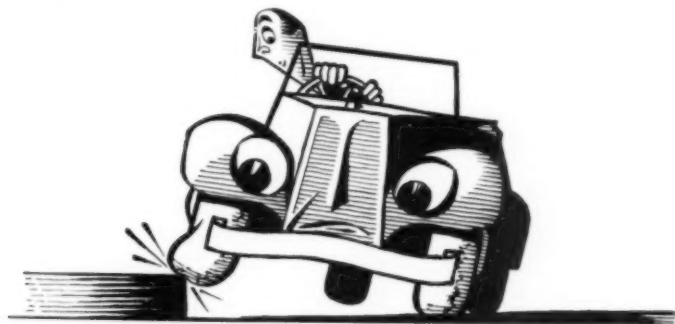
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